BAYLINER®

Outboard Deck Boats

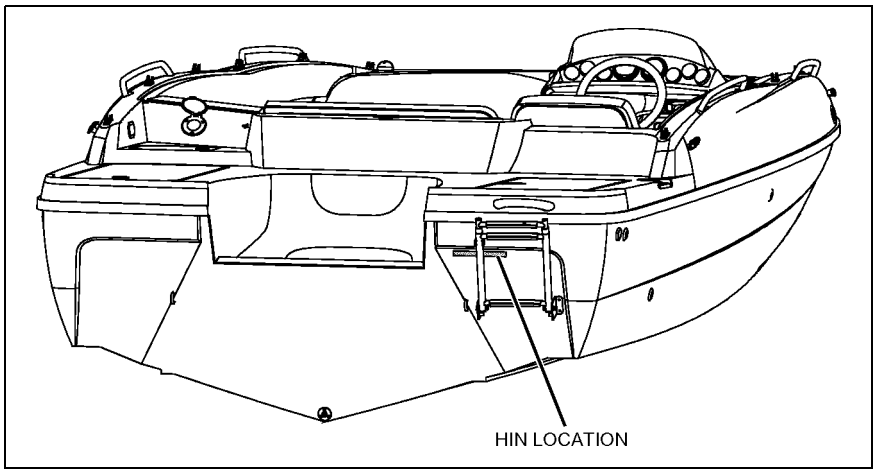
Owner's Manual *Supplement*

Engine Serial Number: _____

Hull Identification Number:_____

Hull Identification Number

- The Hull Identification Number (HIN) is located on the starboard hullside just forward of the transom.
- Record the HIN (and the engine serial numbers) in the space provided above.
- Include the HIN with any correspondence or orders.



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Outboard Deck Boats

Part Number
1854343

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Hazard Boxes & Symbols

The hazard boxes and symbols shown below are used throughout this supplement to call attention to potentially dangerous situations which could lead to either personal injury or product damage. Read ***all*** warnings carefully and follow ***all*** safety instructions.

⚠ DANGER!

This box alerts you to immediate hazards which *WILL* cause severe personal injury or death if the warning is ignored.

⚠ WARNING!

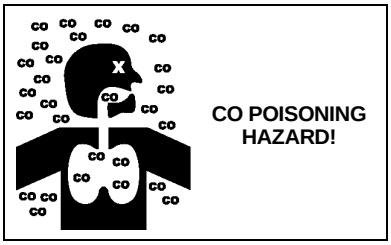
This box alerts you to hazards or unsafe practices which *COULD* result in severe personal injury or death if the warning is ignored.

⚠ CAUTION

This box alerts you to hazards or unsafe practices which *COULD* result in minor personal injury or cause product or property damage if the warning is ignored.

NOTICE

This box calls attention to installation, operation or maintenance information, which is important to proper operation but is not hazard related.



Chapter 1: Welcome Aboard!

- This *Owner's Manual Supplement* provides specific information about your boat that is ***not*** covered in the *Sport Boat Owner's Manual*.
- The *Sport Boat Owner's Manual* contains general information about safe operating practices, general boating regulations, and general maintenance techniques. Information that is more specific to your particular boat is found in this *Owner's Manual Supplement*.
- ***Before*** using your boat, study this *Owner's Manual Supplement*, the *Sport Boat Owner's Manual*, and ***all*** engine and accessory literature carefully. If similar instructions are found in more than one manual, ***always*** refer to the specific manufacturer's manual (such as the engine manual) for the most complete and accurate information.
- Keep this *Owner's Manual Supplement* and the *Sport Boat Owner's Manual* on your boat in a secure, yet readily available place.

Dimensions & Tank Capacities

197

Overall Length	Length Rigged	Bridge Clearance	Beam	Draft (Drive Up)	Draft (Drive Down)	Fuel Capacity	Freshwater Capacity
18' 7"	19' 9"	7' 0"	8' 1"	1' 4"	2' 8"	35 Gallons	10 Gallons

219

Overall Length	Length Rigged	Bridge Clearance	Beam	Draft (Drive Up)	Draft (Drive Down)	Fuel Capacity	Freshwater Capacity
20' 7"	27' 3"	7' 10"	8' 6"	1' 4"	2' 8"	55 Gallons	10 Gallons

Dealer Service

- Your dealer is your key to service.
- Ask your dealer to explain ***all*** systems ***before*** taking delivery of your boat.
- Contact your dealer if you have any problems with your new boat.
- If your dealer cannot help, call our customer service hotline: 360-435-8957 or send us a FAX: 360-403-4235.
- Buy replacement parts from any authorized Bayliner dealer.
- You can access on-line parts catalogs, links to vendor websites, and other helpful features by logging on to http://www.baylinerparts.com.

Warranty Information

- Bayliner offers a Limited Warranty on each new Bayliner purchased through an authorized Bayliner dealer.
- A copy of the Limited Warranty was included in your owner's packet.
- If you did not get a copy of the Limited Warranty, please contact your Bayliner dealer or call 360-435-8957 for a copy.

Boating Experience

⚠ WARNING!

CONTROL HAZARD!

An experienced operator *MUST* be in control of your boat at *ALL* times. Do *NOT* operate your boat while under the influence of alcohol or drugs.

If this is your first boat or if you are changing to a type of boat you are ***not*** familiar with, for your own comfort and safety, get handling and operating experience ***before*** assuming command of your boat.

Take one of the boating safety classes offered by the U.S. Power Squadrons or the U.S. Coast Guard Auxiliary. For more course information, including dates and locations of upcoming classes, contact the organizations directly:

- U.S. Power Squadrons: 1-888-FOR-USPS (1-888-367-8777) or on the Internet at: http://www.usps.org
- In Canada, for the CPS courses call 1-888-CPS-BOAT.
- U.S. Coast Guard Auxiliary: 1-800-368-5647 or on the Internet at: http://www.cgaux.org

Outside the United States, your selling dealer, national sailing federation, or local boat club can advise you of local sea schools or competent instructors.

Structural Limitations

The swim platform extension is designed to be lightweight for proper boat balance. The load limit for the swim platform extension is 30 pounds per square foot, evenly distributed.

Qualified Maintenance

⚠ WARNING!

To maintain the safety of your boat, allow *ONLY* trained personnel to work on, or change, in any way, the:

- **Steering system**
- **Propulsion system**
- **Engine control system**
- **Fuel system**
- **Environmental control system**
- **Electrical system**
- **Navigation system**

- Failure to maintain your boat's systems (listed in the warning above) as designed could violate the laws in your jurisdiction and could expose you and other people to the danger of bodily injury or accidental death.
- Follow the instructions provided in the *Sport Boat Owner's Manual*, this *supplement*, the engine owner's manual, and ***all*** accessory literature.

Special Care for Moored Boats

NOTICE

- **To help seal the hull bottom and reduce the chance of gel coat blistering while your boat is moored, apply an epoxy barrier coating.**
- **The barrier coating should be covered with several coats of anti-fouling paint.**
- **Many states regulate the chemical content of bottom paints in order to meet environmental standards. Check with your local dealer about recommended bottom paints, and about the laws in effect in your area.**

- Whether moored in saltwater or freshwater, your boat will collect marine growth on its hull bottom.
- This will detract from your boat's beauty, greatly affect its performance, and may damage the gel coat.
- Periodically haul your boat out of the water and scrub the hull bottom with a bristle brush and a solution of soap and water.

Engine & Accessory Guidelines & Literature

NOTICE

***BEFORE* starting or working on your engine(s), read the engine manual.**

NOTICE

***BEFORE* using the accessories on your boat, read the accessory manuals.**

NOTICE

***BEFORE* storing your boat, refer to your engine and accessory manuals for storage/winterization instructions.**

NOTICE

Certain modifications to your boat *WILL* result in cancellation of your warranty protection. *ALWAYS* check with your dealer *BEFORE* making any modifications to your boat.

- Your boat's engine and accessories were selected to provide optimum performance and service.
- Installing a different engine or adding accessories may affect your boat's running trim.
- If you choose to install a different engine or add accessories that may affect your boat's running trim, have a trained marine technician perform a safety inspection and handling test ***before*** using your boat again.
- The engine and accessories on your boat have their own manuals. Read these manuals ***before*** using the engines and accessories.

Unless noted otherwise, ***all*** engine and accessory literature referred to in this *Owner's Manual Supplement* is included in your owner's packet.

While the topics listed below may be included in this *Owner's Manual Supplement* and in the *Sport Boat Owner's Manual*, ***always*** refer to the engine manual first for specific information on these important subjects:

- Engine Break-in Procedure
- Engine Starting and Stopping
- Gear Shifting
- Fuel and Oil Recommendations
- Engine Maintenance
- Engine Storage/Winterization

Propeller

⚠ CAUTION

ENGINE DAMAGE HAZARD!

The factory standard propeller may not be the best for your particular boat and load conditions. Refer to the engine manual for engine RPM ratings. The engine should reach, but not exceed its full rated RPM when full-throttle is applied.

Immediately contact your local Bayliner dealer if:

- **The engine cannot reach its full rated RPM when full-throttle is applied, or;**
- **The engine exceeds its full rated RPM when full-throttle is applied.**

- Keep the propeller in good repair and at the correct pitch for your particular situation.
- A slightly bent or nicked propeller will adversely affect the performance of your boat.

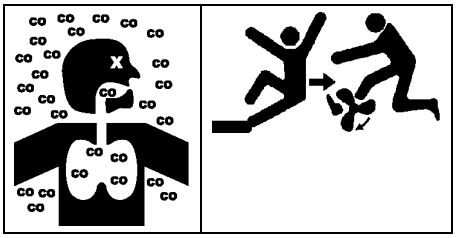
Safety Standards

⚠ DANGER!

FALLING and ROTATING PROPELLER HAZARD!

- ***NEVER* allow anyone to ride on parts of your boat *NOT* designed for such use.**
- **Sitting on seat-backs, lounging on the forward deck, bow riding, gunwale riding or occupying the transom platform while underway is especially hazardous and *WILL* cause personal injury or death.**

⚠ DANGER!



FALLING, ROTATING PROPELLER and CARBON MONOXIDE POISONING HAZARD!

- ***NEVER* allow anyone to occupy, or hang from, the back deck or swim platform while the engine is running.**
- **Teak surfing, dragging, or water-skiing within 20 feet of a moving watercraft can be fatal.**

⚠ DANGER!

PERSONAL SAFETY HAZARD!

- ***ALWAYS* secure the anchor and other loose objects *BEFORE* getting underway.**
- **The anchor and other items that are *NOT* properly secured can come loose when your boat is moving and cause personal injury or death.**

⚠ WARNING!

A wide variety of components used on this vessel contain or emit chemicals known to the State of California to cause cancer and birth defects and other reproductive harm.

Examples Include:

- **Engine and generator exhaust**
- **Engine and generator fuel, and other liquids such as coolants and oil, especially used motor oil**
- **Cooking fuels**
- **Cleaners, paints, and substances used for vessel repair**
- **Waste materials that result from wear of vessel components**
- **Lead from battery terminals and from other sources such as ballast or fishing sinkers**

To Avoid Harm:

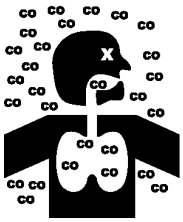
- **Keep away from engine, generator, and cooking fuel exhaust fumes.**
- **Wash exposed skin thoroughly with soap and water after handling the substances above.**

- Your boat's mechanical and electrical systems were designed to meet safety standards in effect at the time it was built.
- Some of these standards were mandated by law, and all of them were designed to insure your safety and the safety of other people, vessels and property.

Read this *supplement*, the *Sport Boat Owner's Manual*, and ***all*** accessory instructions for important safety standards and hazard information.

Carbon Monoxide (CO)

⚠ DANGER!



- **Carbon monoxide gas (CO) is colorless, odorless, tasteless, and extremely dangerous.**
- ***ALL* engines, generators, and fuel burning appliances produce CO as exhaust.**
- **Prolonged exposure to low concentrations or very quick exposure to high concentrations *WILL* cause *BRAIN DAMAGE* or *DEATH*.**
- **Teak surfing, dragging, or water-skiing within 20 feet of a moving watercraft can be fatal.**

CO Facts

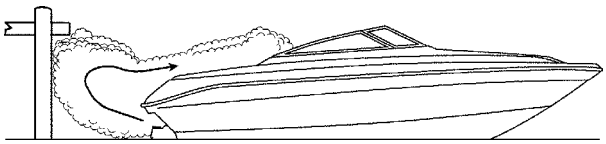
- CO poisoning causes a significant number of boating deaths each year.
- Called the "silent killer", CO is an extremely toxic, colorless, odorless and tasteless gas.
- CO can harm or even kill you inside or outside your boat.
- CO can affect you whether you're underway, moored, or anchored.
- CO symptoms are similar to seasickness or alcohol intoxication.
- CO can make you sick in seconds. In high enough concentrations, even a few breaths can be fatal.
- Breathing CO blocks the ability of your blood to carry oxygen.
- The effects are cumulative. Even low levels of exposure can result in injury or death.

Factors that Increase the Effects of CO Poisoning

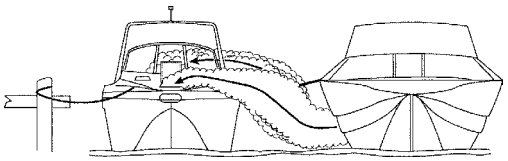
- Age
- Smokers or people exposed to high concentrations of cigarette smoke
- Consumption of alcohol
- Lung disorders
- Heart problems
- Pregnancy

Where & How CO Can Accumulate

Stationary conditions that increase CO accumulations include:



A. Using engine, generator, or other fuel burning device when boat is moored in a confined space.

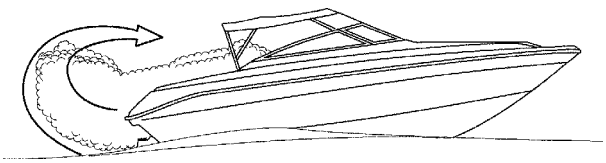


B. Mooring too close to another boat that is using its engine, generator, or other fuel burning device.

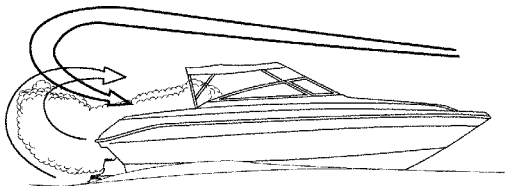
To correct stationary situations A and/or B:

- ***Close all*** windows, portlights and hatches.
- If possible, move your boat away from source of CO.

Running conditions that increase CO accumulations include:



C. Running boat with trim angle of bow too high.



D. Running boat without through ventilation (station wagon effect).

To correct running situations C and/or D:

- Trim bow down.
- ***Open*** windows and canvas.
- When possible, run boat so that prevailing winds help dissipate exhaust.

How to Protect Yourself & Others From CO

- Know where and how CO may accumulate in and around your boat (see above).
- ***Always*** maintain fresh air circulation throughout your boat.
- Know where your engine and generator exhaust outlets are located and keep everyone away from these areas.
- ***Never*** sit on, or hang onto, the back deck or swim platform while the engine(s) is running.
- ***Never*** enter the areas under swim platforms where exhaust outlets are located.
- Although CO can be present without the smell of exhaust fumes, if exhaust fumes are detected on your boat, take ***immediate*** action to dissipate these fumes.
- Treat symptoms of seasickness as possible CO poisoning. Get the person into fresh air ***immediately***. Seek medical attention—unless you're sure it's ***not*** CO.
- **Install and maintain CO monitors inside your boat.** ***Never*** ignore any alarm. Replace monitors as recommended by the monitor manufacturer.
- Follow the checklists provided on the next page.
- Get a Vessel Safety Check.

For information on how to get a free VESSEL SAFETY CHECK, visit www.vesselsafetycheck.org or contact your local U.S. Coast Guard Auxiliary or United States Power Squadrons®.

- U.S. Coast Guard Auxiliary: 1-800-368-5647 or on the Internet at: http://www.cgaux.org
- U.S. Power Squadrons: 1-888-FOR-USPS (1-888-367-8777) or on the Internet at: http://www.usps.org

CO Checklists

Trip Checklist

- ❏ Make sure you know where the exhaust outlets are located on your boat.
- ❏ Educate ***all*** passengers about the symptoms of CO poisoning and where CO may accumulate.
- ❏ When docked, or rafted with another boat, be aware of exhaust emissions from the other boat.
- ❏ Listen for any change in exhaust sound, which could mean an exhaust component failure.
- ❏ Test the operation of each CO monitor by pressing the test button.

Monthly Checklist

- ❏ Make sure ***all*** exhaust clamps are in place and secure.
- ❏ Look for exhaust leaking from exhaust system components. Signs include rust and/or black streaking, water leaks, or corroded or cracked fittings.
- ❏ Inspect rubber exhaust hoses for burned, cracked, or deteriorated sections. ***All*** rubber hoses should be pliable and free of kinks.

Annual Checklist

Have a Trained Marine Technician:

- ❏ Replace exhaust hoses if cracking, charring, or deterioration is found.
- ❏ Ensure that your engines and generators are properly tuned, and well maintained.
- ❏ Inspect each water pump impeller and the water pump housing. Replace if worn. Make sure cooling systems are in working condition.
- ❏ Inspect ***all*** metallic exhaust components for cracking, rusting, leaking, or loosening. Make sure they check the cylinder head gasket, exhaust manifold, water injection elbow, and the threaded adapter nipple between the manifold and the elbow.
- ❏ Clean, inspect, and confirm proper operation of the generator cooling water anti-siphon valve (if equipped).

More Information

For more information about preventing carbon monoxide poisoning on recreational boats and other boating safety tips, contact:

United States Coast Guard
Office of Boating Safety (G-OPB-3)
2100 Second Street SW
Washington, DC 20593
www.uscgboating.org
1-800-368-5647

National Marine Manufacturers Association (NMMA)
200 East Randolph Drive
Suite 5100
Chicago, IL 60601-9301
www.nmma.org
312-946-6200

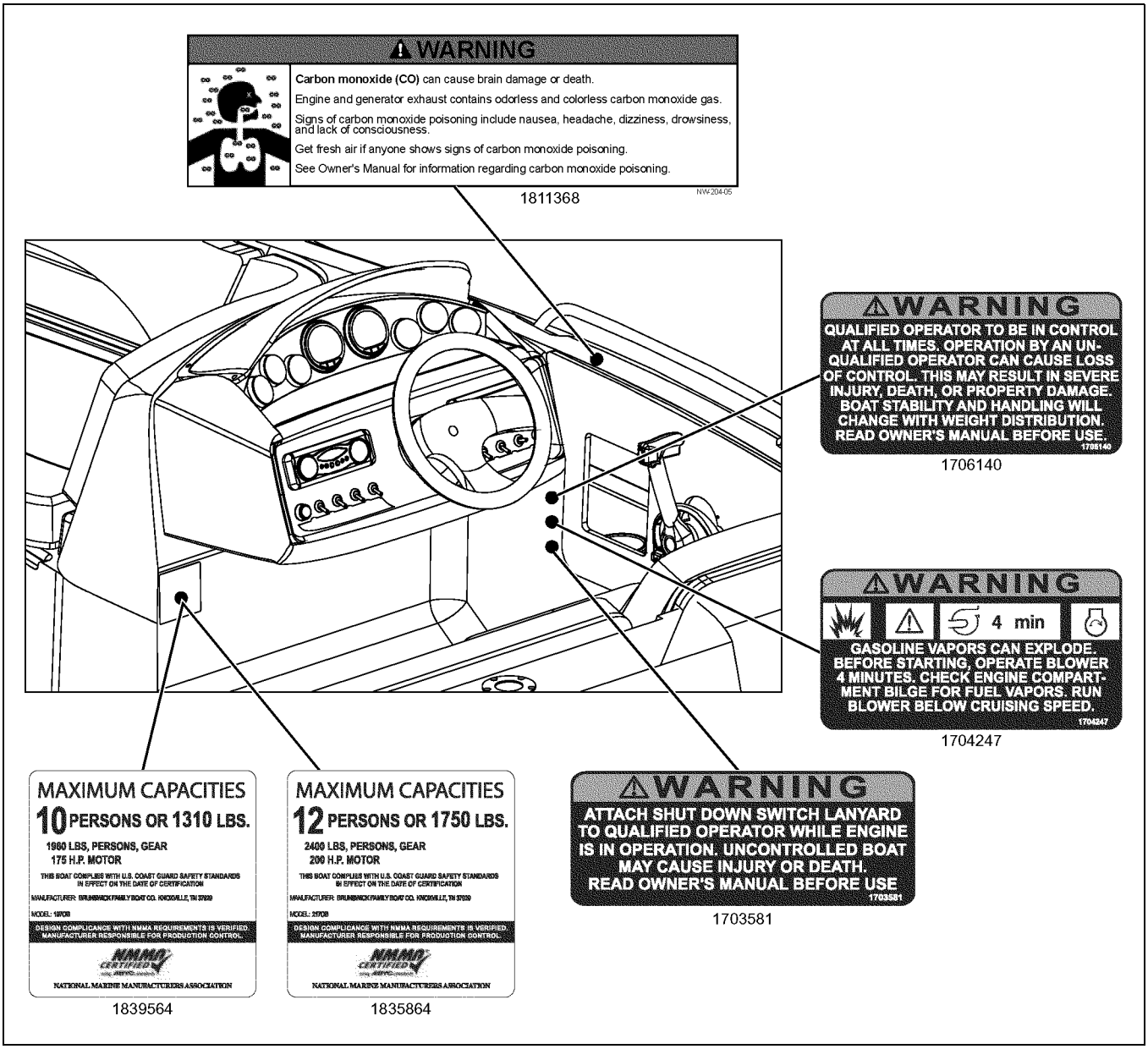
American Boat & Yacht Council, Inc. (ABYC)
613 Third Street
Suite 10
Annapolis, MD 21403
www.abycinc.org
410-990-4460

For information about free VESSEL SAFETY CHECKS, visit www.vesselsafetycheck.org or contact your local U.S. Coast Guard Auxiliary or United States Power Squadrons®.

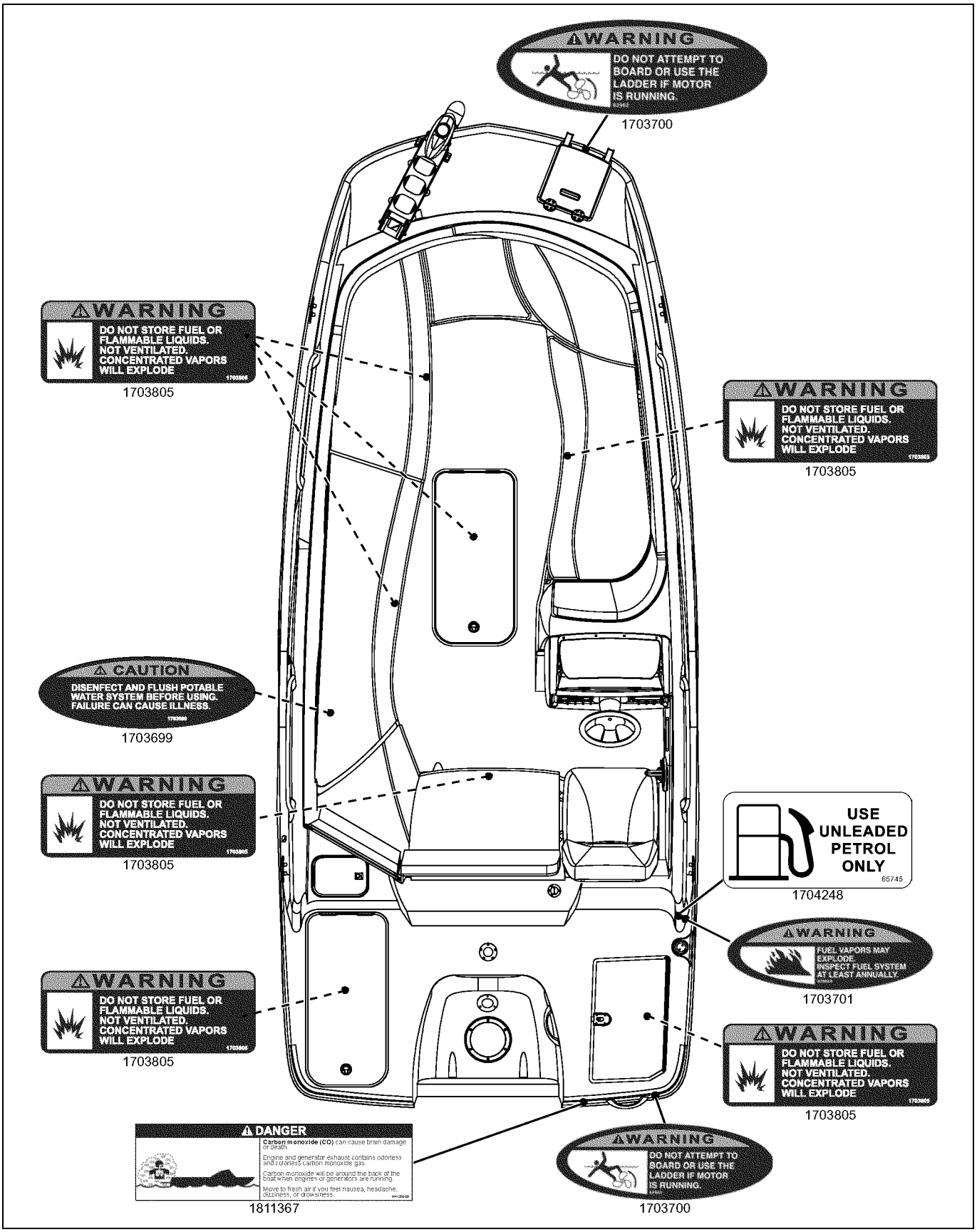
- U.S. Coast Guard Auxiliary: 1-800-368-5647 or on the Internet at: http://www.cgaux.org
- U.S. Power Squadrons: 1-888-FOR-USPS (1-888-367-8777) or on the Internet at: http://www.usps.org

Warning Labels

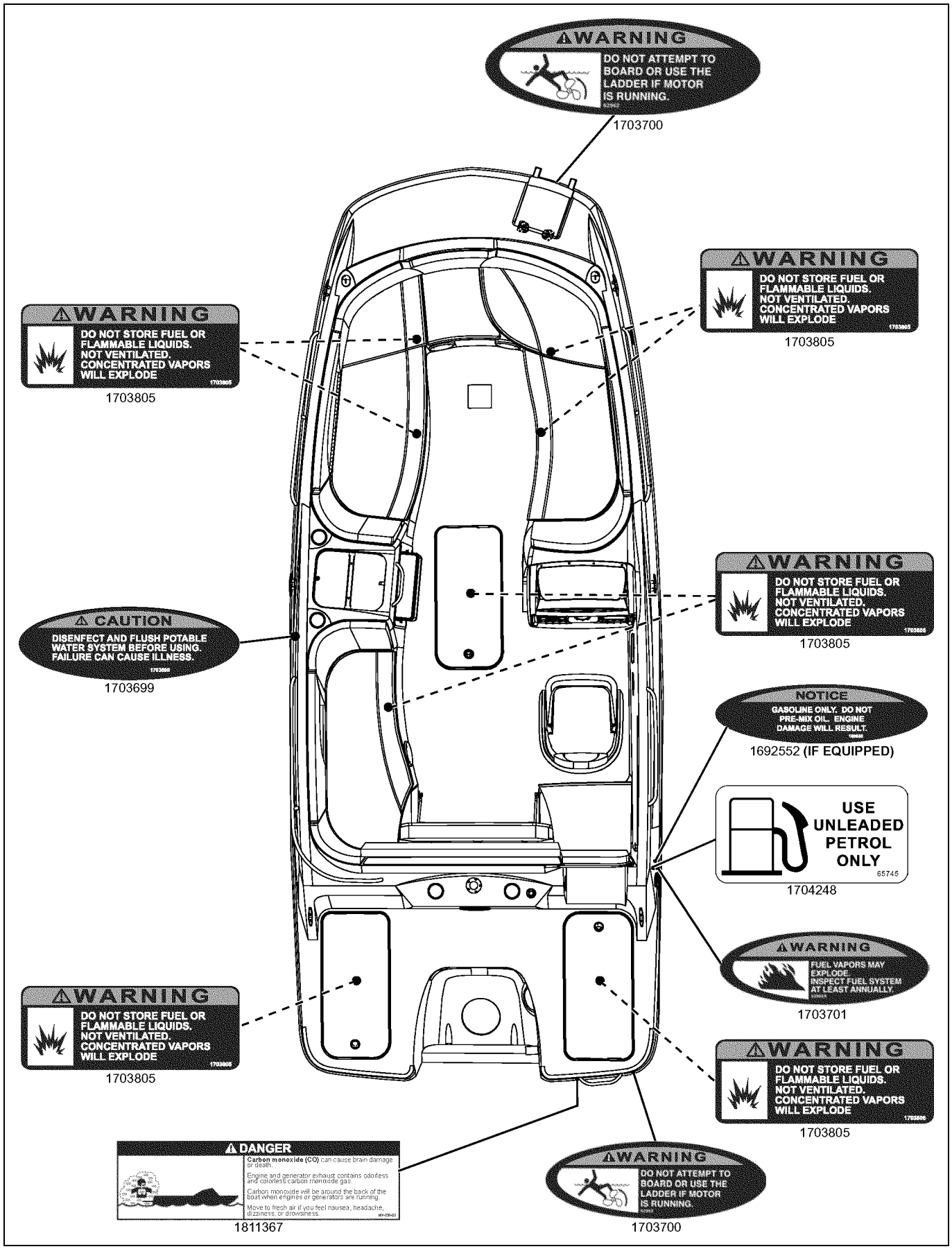
197 & 217 Helm Area


⚠WARNING
Carbon monoxide (CO) can cause brain damage or death.
Engine and generator exhaust contains odorless and colorless carbon monoxide gas.
Signs of carbon monoxide poisoning include nausea, headache, dizziness, drowsiness, and lack of consciousness.
Get fresh air if anyone shows signs of carbon monoxide poisoning.
See Owner's Manual for information regarding carbon monoxide poisoning.
NW-204-05
1811368
⚠WARNING
QUALIFIED OPERATOR TO BE IN CONTROL AT ALL TIMES. OPERATION BY AN UN-QUALIFIED OPERATOR CAN CAUSE LOSS OF CONTROL. THIS MAY RESULT IN SEVERE INJURY, DEATH, OR PROPERTY DAMAGE. BOAT STABILITY AND HANDLING WILL CHANGE WITH WEIGHT DISTRIBUTION. READ OWNER'S MANUAL BEFORE USE.
1706140
⚠WARNING
4 min
GASOLINE VAPORS CAN EXPLODE. BEFORE STARTING, OPERATE BLOWER 4 MINUTES. CHECK ENGINE COMPART-MENT BILGE FOR FUEL VAPORS. RUN BLOWER BELOW CRUISING SPEED.
1704247
MAXIMUM CAPACITIES
10 PERSONS OR 1310 LBS.
1960 LBS, PERSONS, GEAR
175 H.P. MOTOR
THIS BOAT COMPLIES WITH U.S. COAST GUARD SAFETY STANDARDS IN EFFECT ON THE DATE OF CERTIFICATION
DESIGN COMPLIANCE WITH NMMA REQUIREMENTS IS VERIFIED. MANUFACTURER RESPONSIBLE FOR PRODUCTION CONTROL.
NMMA CERTIFIED
NATIONAL MARINE MANUFACTURERS ASSOCIATION
1839564
MAXIMUM CAPACITIES
12 PERSONS OR 1750 LBS.
2400 LBS, PERSONS, GEAR
200 H.P. MOTOR
THIS BOAT COMPLIES WITH U.S. COAST GUARD SAFETY STANDARDS IN EFFECT ON THE DATE OF CERTIFICATION
DESIGN COMPLIANCE WITH NMMA REQUIREMENTS IS VERIFIED. MANUFACTURER RESPONSIBLE FOR PRODUCTION CONTROL.
NMMA CERTIFIED
NATIONAL MARINE MANUFACTURERS ASSOCIATION
1835864
⚠WARNING
ATTACH SHUT DOWN SWITCH LANYARD TO QUALIFIED OPERATOR WHILE ENGINE IS IN OPERATION. UNCONTROLLED BOAT MAY CAUSE INJURY OR DEATH. READ OWNER'S MANUAL BEFORE USE
1703581

197


⚠WARNING
DO NOT ATTEMPT TO BOARD OR USE THE LADDER IF MOTOR IS RUNNING.
1703700
⚠WARNING
DO NOT STORE FUEL OR FLAMMABLE LIQUIDS. NOT VENTILATED. CONCENTRATED VAPORS WILL EXPLODE
1703805
⚠WARNING
DO NOT STORE FUEL OR FLAMMABLE LIQUIDS. NOT VENTILATED. CONCENTRATED VAPORS WILL EXPLODE
1703805
⚠ CAUTION
DISENFECT AND FLUSH POTABLE WATER SYSTEM BEFORE USING. FAILURE CAN CAUSE ILLNESS.
1703699
⚠WARNING
DO NOT STORE FUEL OR FLAMMABLE LIQUIDS. NOT VENTILATED. CONCENTRATED VAPORS WILL EXPLODE
1703805
USE UNLEADED PETROL ONLY
65745
1704248
⚠WARNING
FUEL VAPORS MAY EXPLODE. INSPECT FUEL SYSTEM AT LEAST ANNUALLY.
1703701
⚠WARNING
DO NOT STORE FUEL OR FLAMMABLE LIQUIDS. NOT VENTILATED. CONCENTRATED VAPORS WILL EXPLODE
1703805
⚠WARNING
DO NOT STORE FUEL OR FLAMMABLE LIQUIDS. NOT VENTILATED. CONCENTRATED VAPORS WILL EXPLODE
1703805
⚠ DANGER
Carbon monoxide (CO) can cause brain damage or death.
Engine and generator exhaust contains odorless and colorless carbon monoxide gas.
Carbon monoxide will be around the back of the boat when engines or generators are running.
Move to fresh air if you feel nausea, headache, dizziness, or drowsiness.
1811367
⚠WARNING
DO NOT ATTEMPT TO BOARD OR USE THE LADDER IF MOTOR IS RUNNING.
1703700

217


⚠WARNING
DO NOT ATTEMPT TO BOARD OR USE THE LADDER IF MOTOR IS RUNNING.
1703700
⚠WARNING
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1703805
⚠WARNING
DO NOT STORE FUEL OR FLAMMABLE LIQUIDS. NOT VENTILATED. CONCENTRATED VAPORS WILL EXPLODE
1703805
⚠ CAUTION
DISENFECT AND FLUSH POTABLE WATER SYSTEM BEFORE USING. FAILURE CAN CAUSE ILLNESS.
1703699
⚠WARNING
DO NOT STORE FUEL OR FLAMMABLE LIQUIDS. NOT VENTILATED. CONCENTRATED VAPORS WILL EXPLODE
1703805
NOTICE
GASOLINE ONLY. DO NOT PRE-MIX OIL. ENGINE DAMAGE WILL RESULT.
1692552 (IF EQUIPPED)
USE UNLEADED PETROL ONLY
65745
1704248
⚠WARNING
FUEL VAPORS MAY EXPLODE. INSPECT FUEL SYSTEM AT LEAST ANNUALLY.
1703701
⚠WARNING
DO NOT STORE FUEL OR FLAMMABLE LIQUIDS. NOT VENTILATED. CONCENTRATED VAPORS WILL EXPLODE
1703805
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1811367
⚠WARNING
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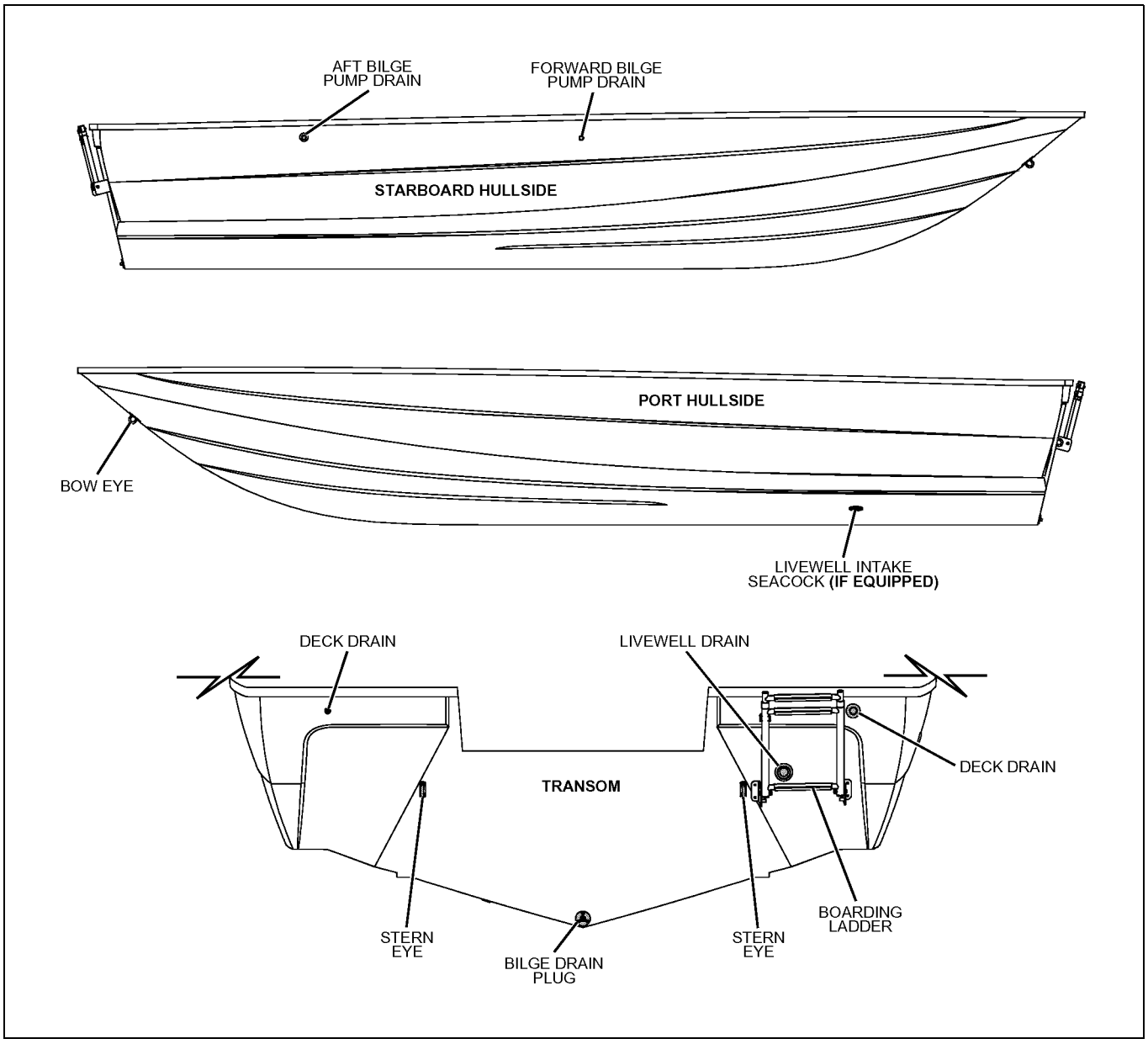
1703700

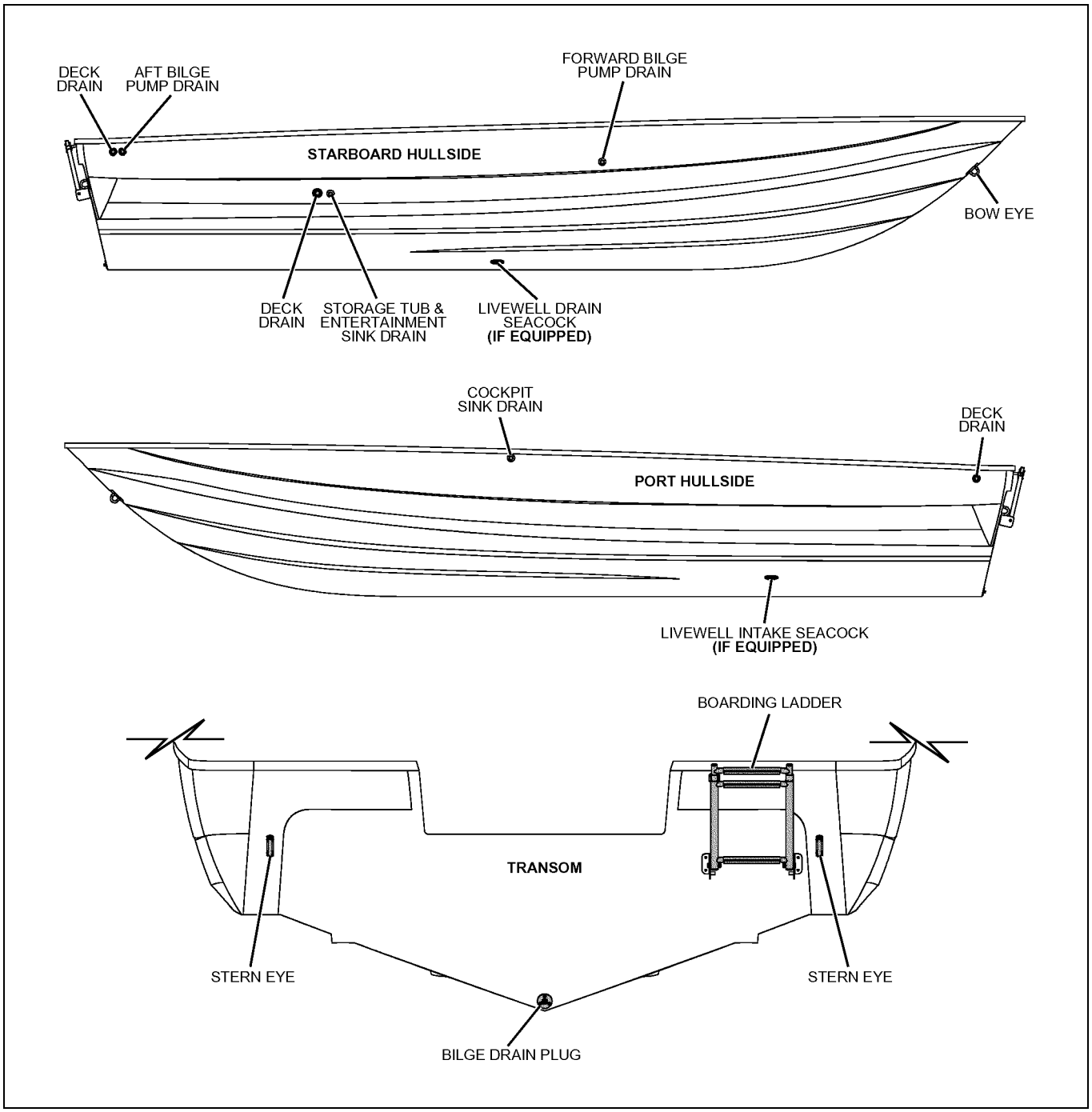
Chapter 2: Locations

Exterior Views

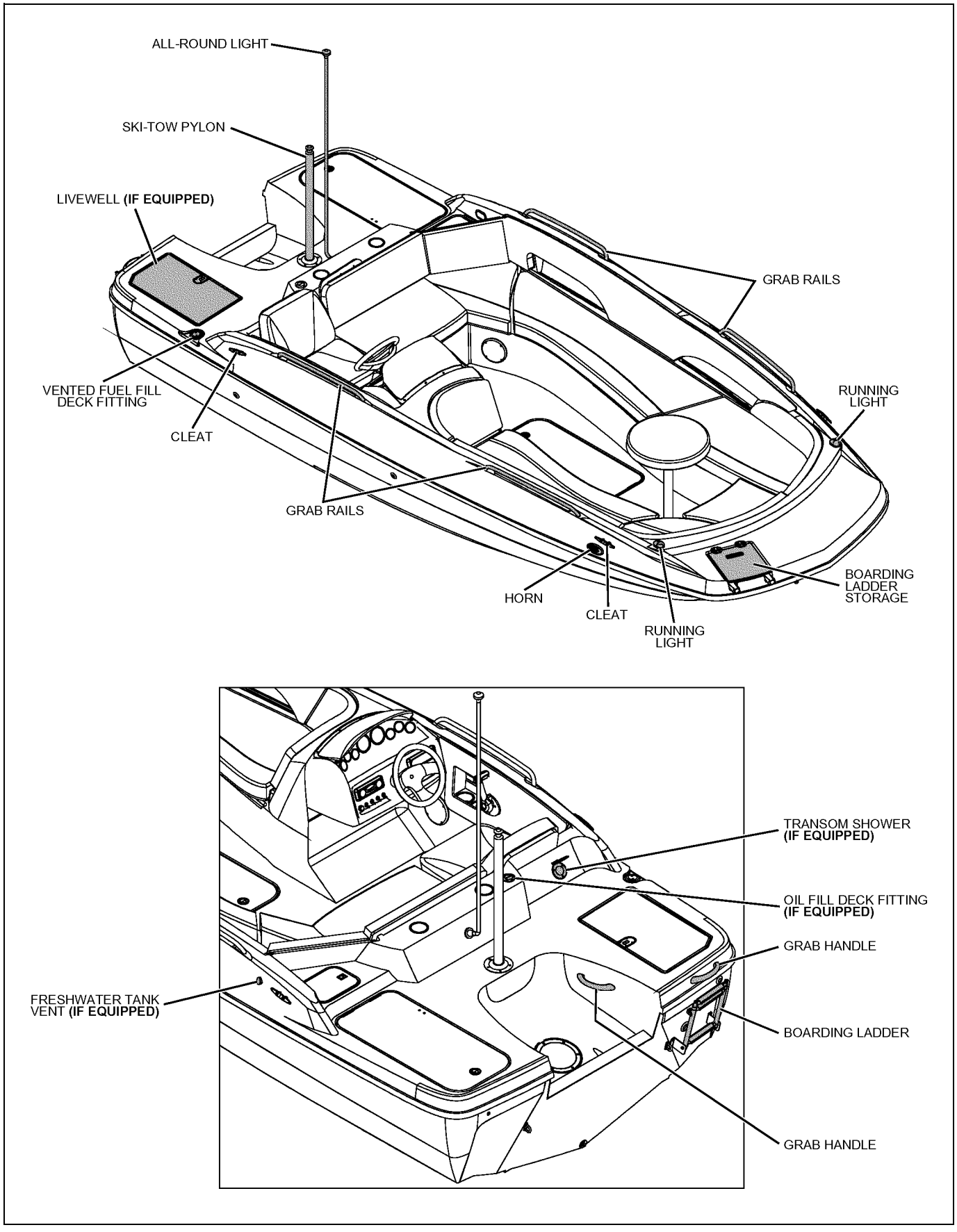
197 Hull Views



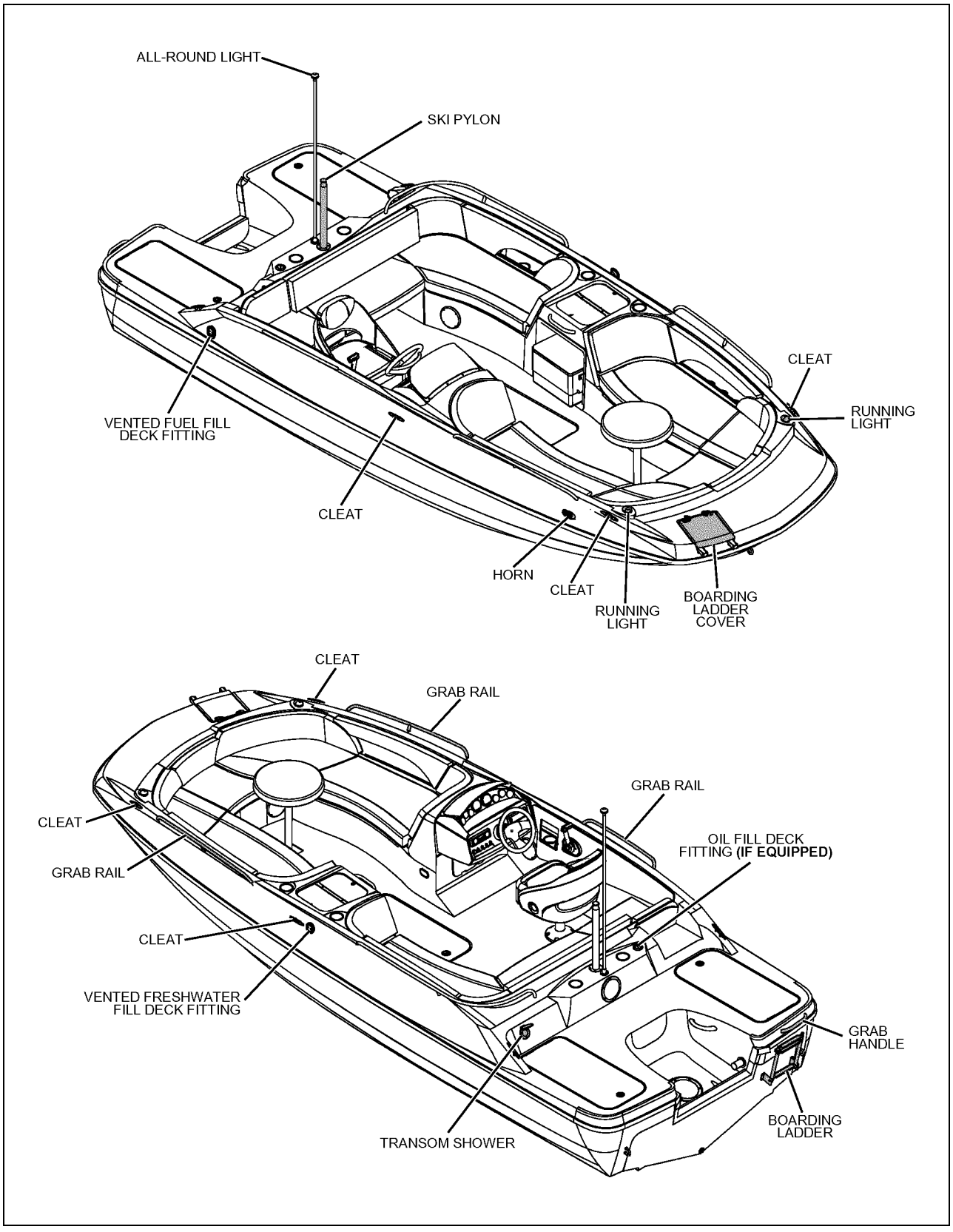
217 Hull Views



197 Deck Views

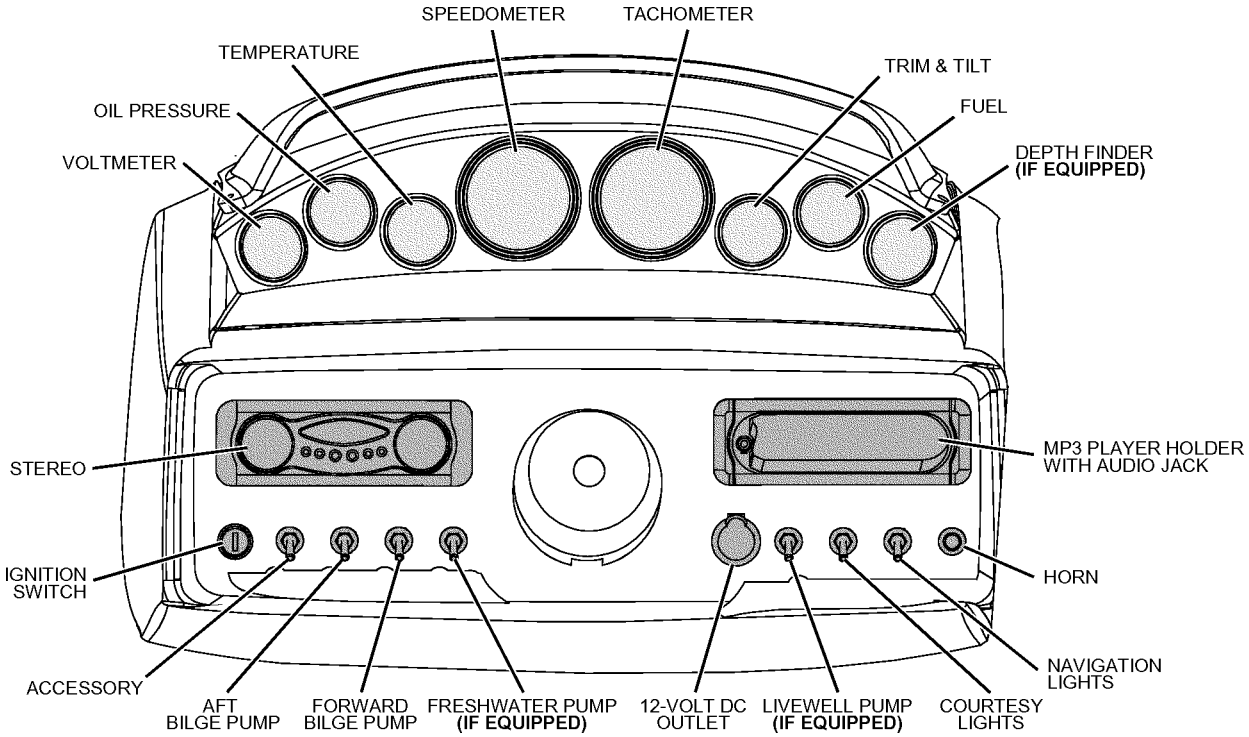


217 Deck Views



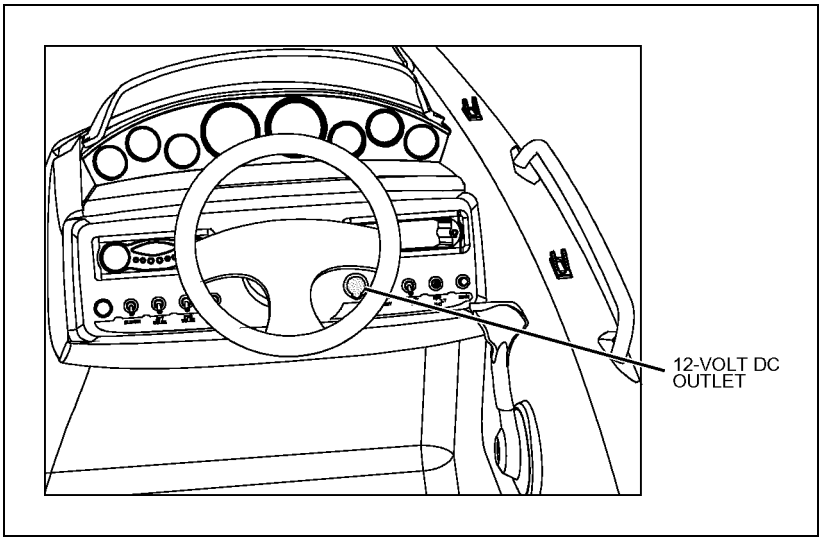
Helm

NOTE: TYPICAL HELM LAYOUT SHOWN. ACTUAL LAYOUT MAY VARY DEPENDING ON ENGINE AND ACCESSORY OPTIONS

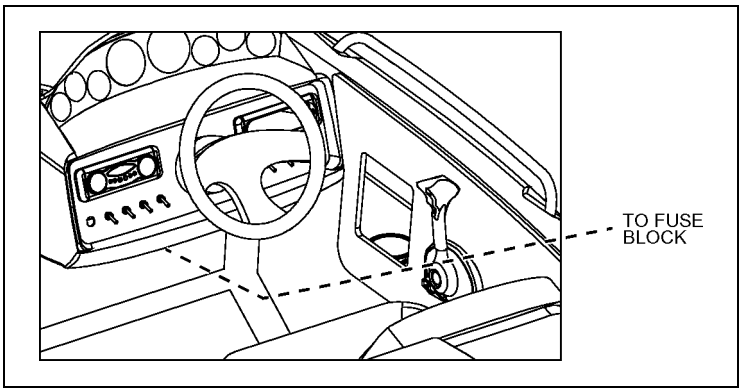


Component Locations

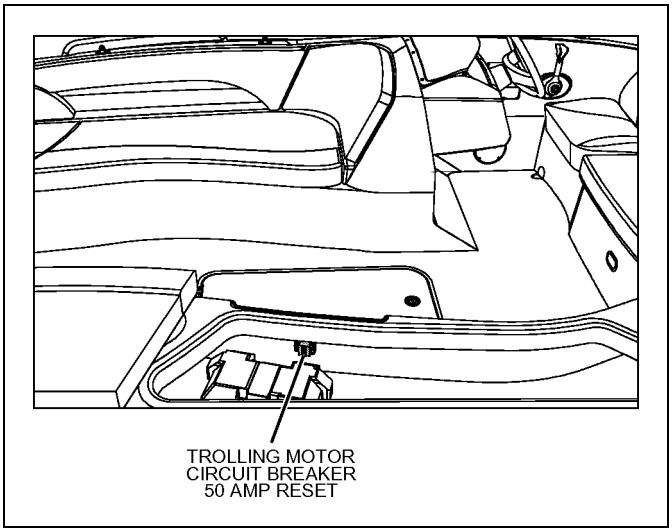
12-Volt DC Accessory Outlet: Located at the helm.



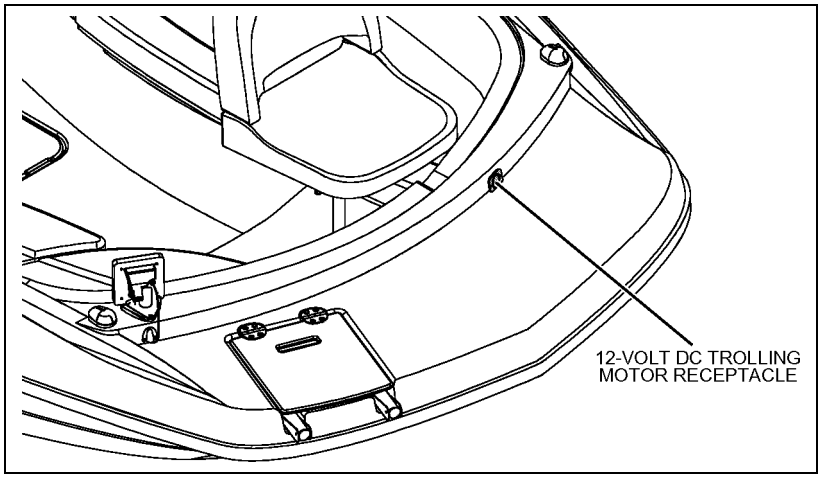
12-Volt DC Fuse Block: Located under the helm dash.



12-Volt DC Trolling Motor Circuit Breaker (If Equipped): Located under the port center seat cushion.

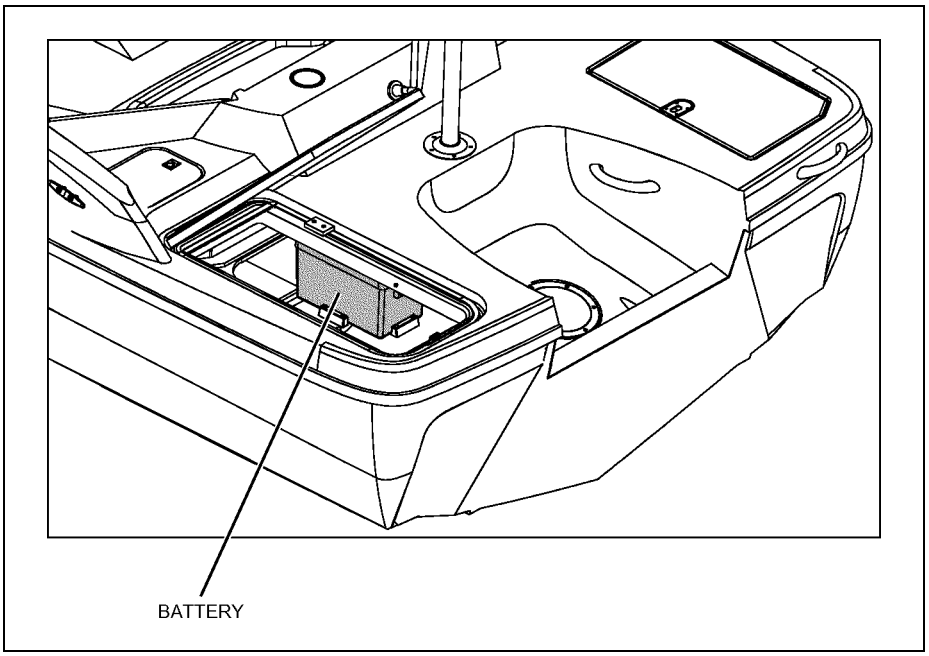


12-Volt DC Trolling Motor Receptacle (If Equipped): Located on the port side of the forward deck.

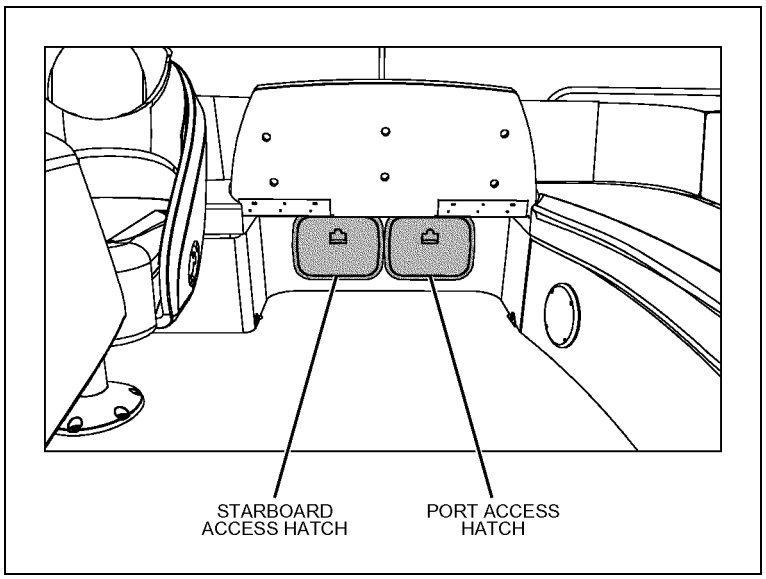


Battery(s):

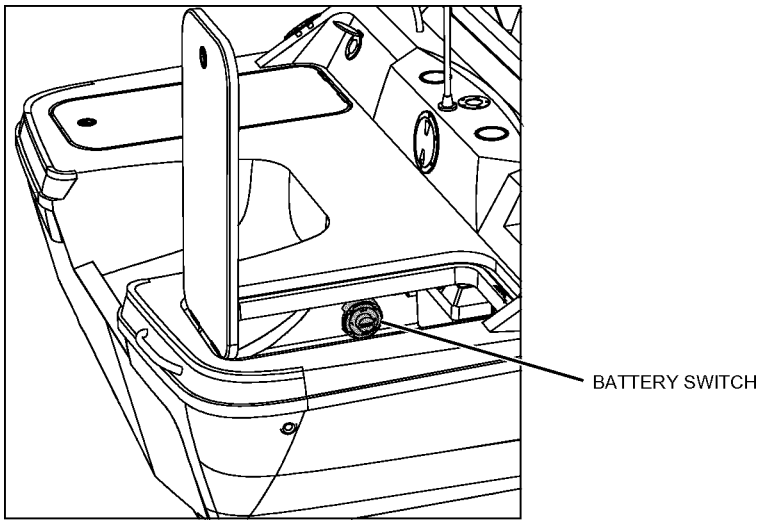
- **197** - Located inside the port transom storage hatch.



- **217** - Access through the hatch under the aft seat cushion.

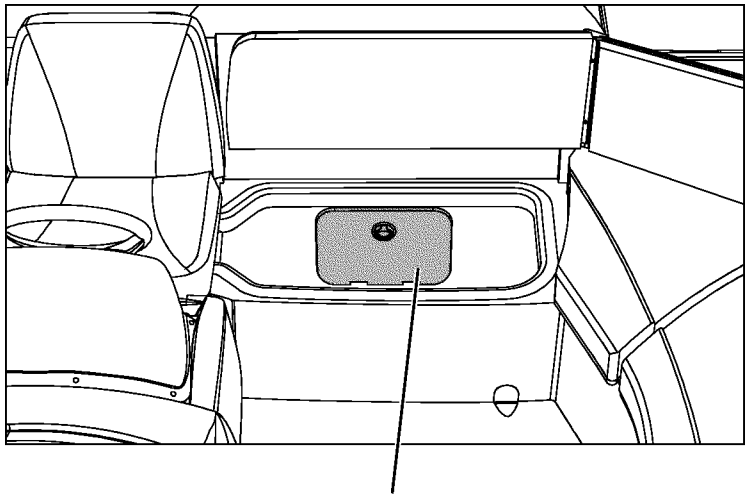


Battery Switch (217 Only) (If Equipped With Two Batteries): Located inside the starboard transom hatch.

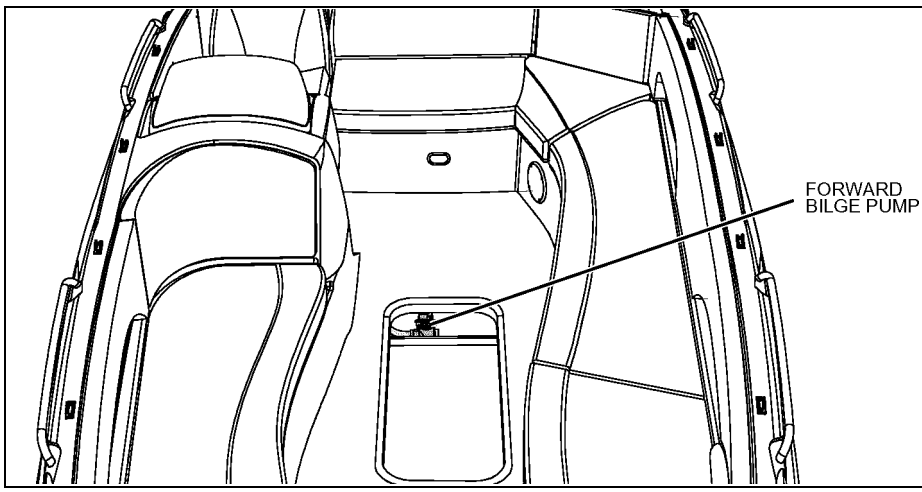


Bilge Pumps:

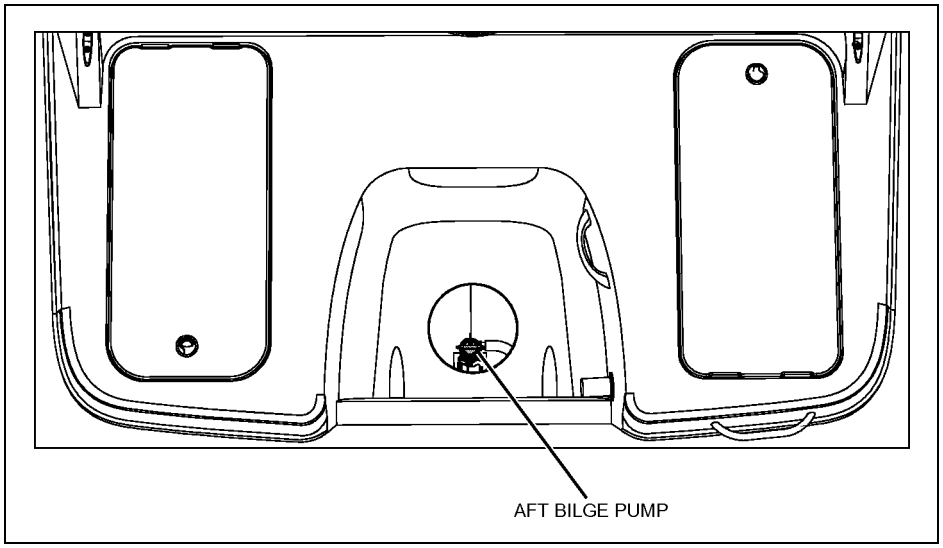
- **197 Aft Bilge Pump:** Access through the hatch under the aft seat cushion.



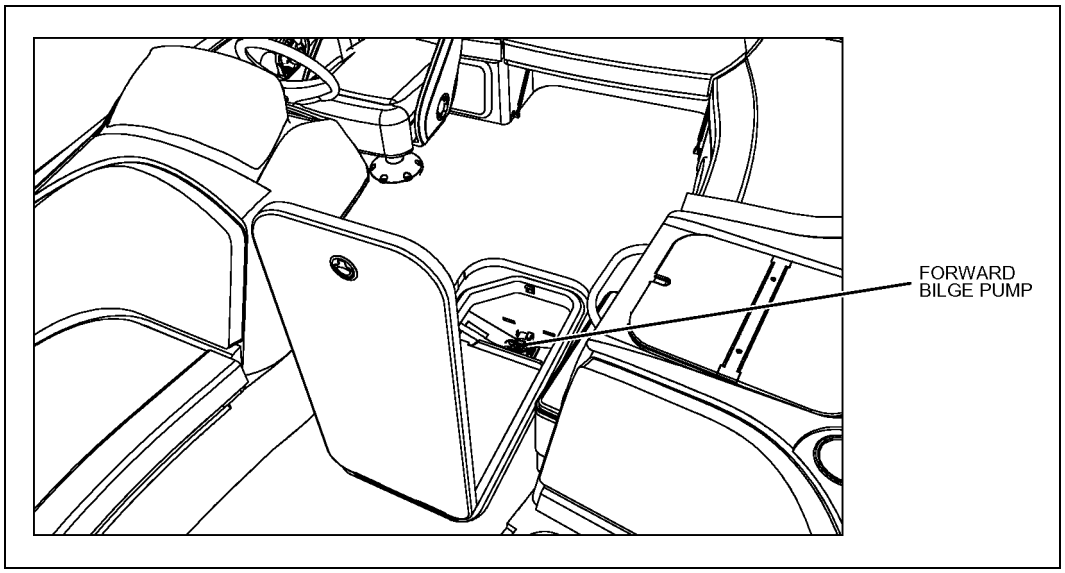
- **197 Forward Bilge Pump:** Access through the floor hatch.



- **217 Aft Bilge Pump:** Access through the transom deck plate.

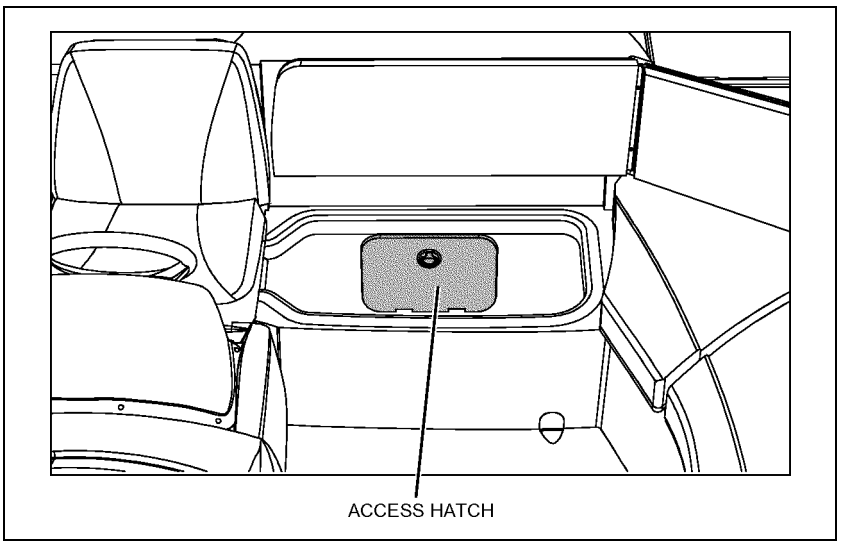


- **217 Forward Bilge Pump:** Access through the floor hatch.

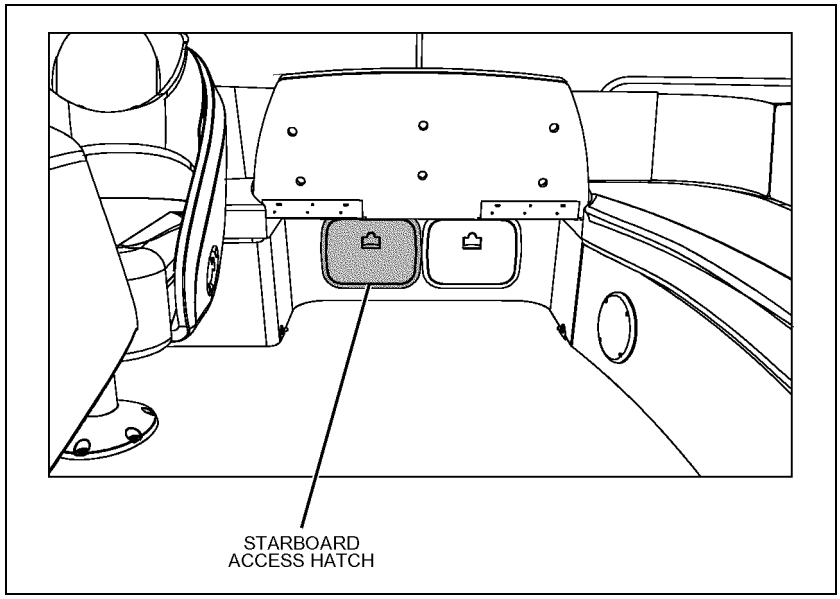


Depth Finder Transducer:

- **197** - Access through the hatch under the aft seat cushion.

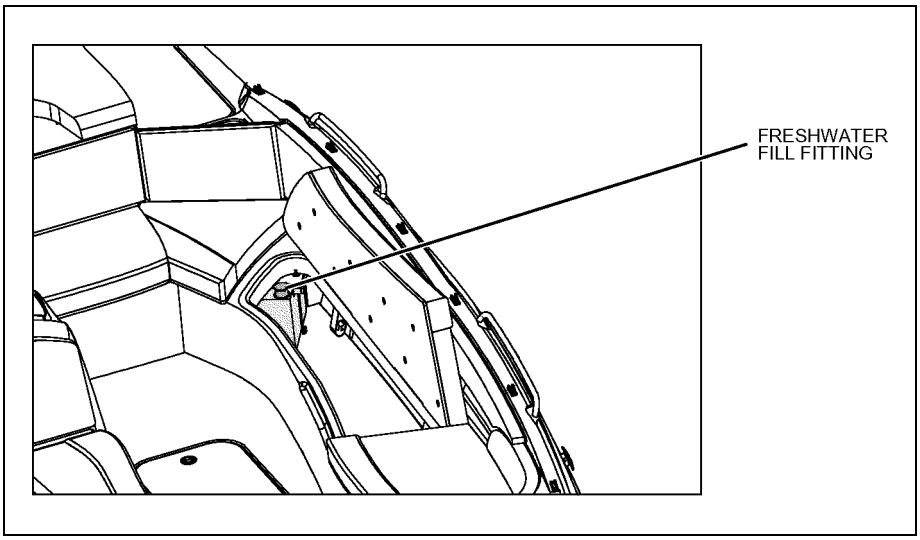


- **217** - Access through the hatch under the aft seat cushion.

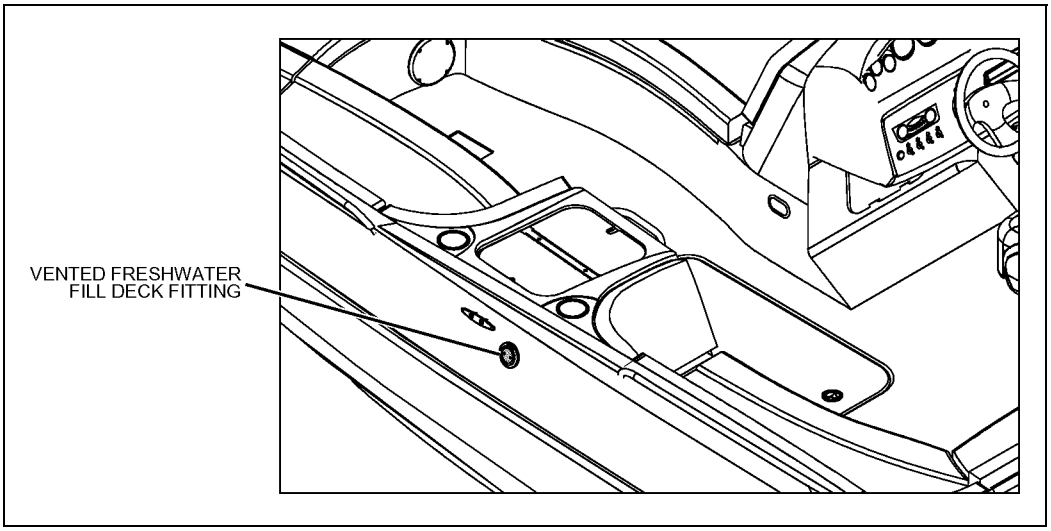


Freshwater Fill Fitting (marked WATER) (If Equipped):

- **197** - Located on the freshwater tank.
- Access by lifting up the port center seat cushion.

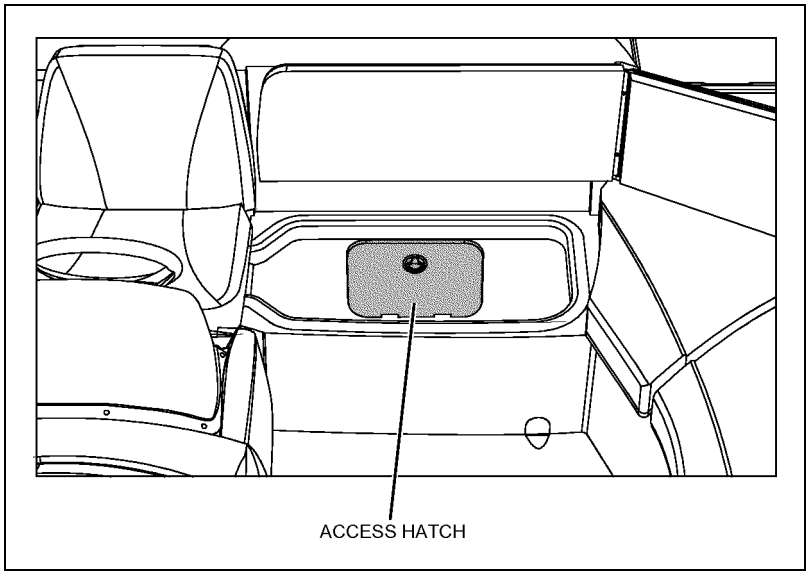


- **217** - Located on the port side of the deck.

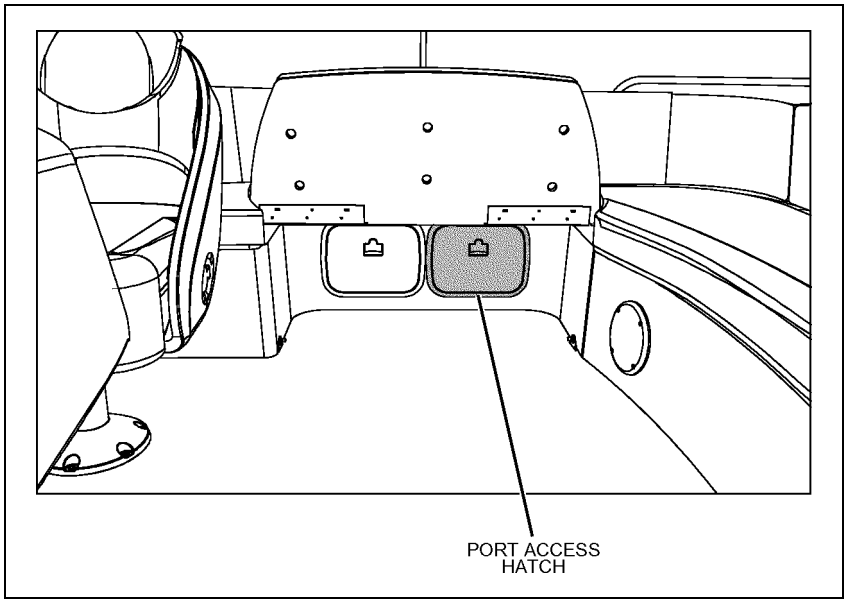


Freshwater Pump (If Equipped):

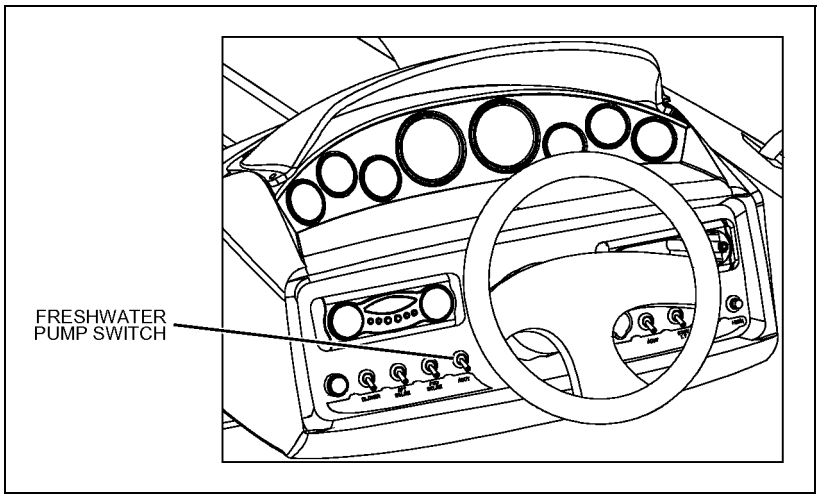
- **197** - Access through the hatch under the aft seat cushion.



- **217** - Access through the hatch under the aft seat cushion.

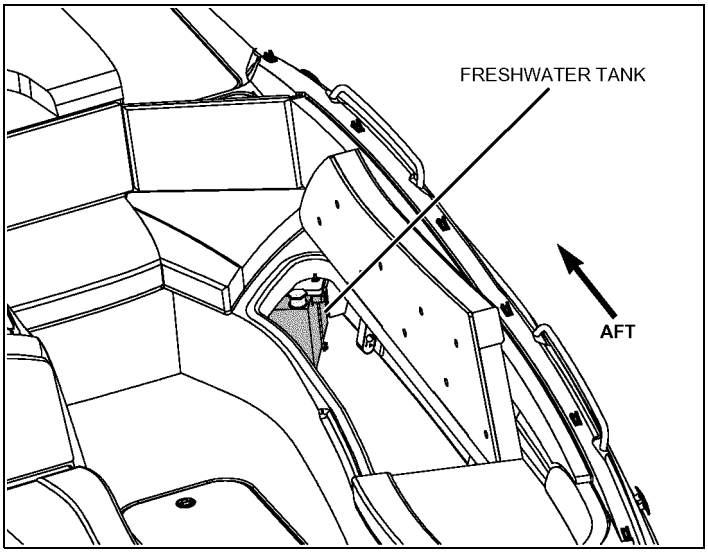


Freshwater Pump Switch (If Equipped):
Located at the helm.

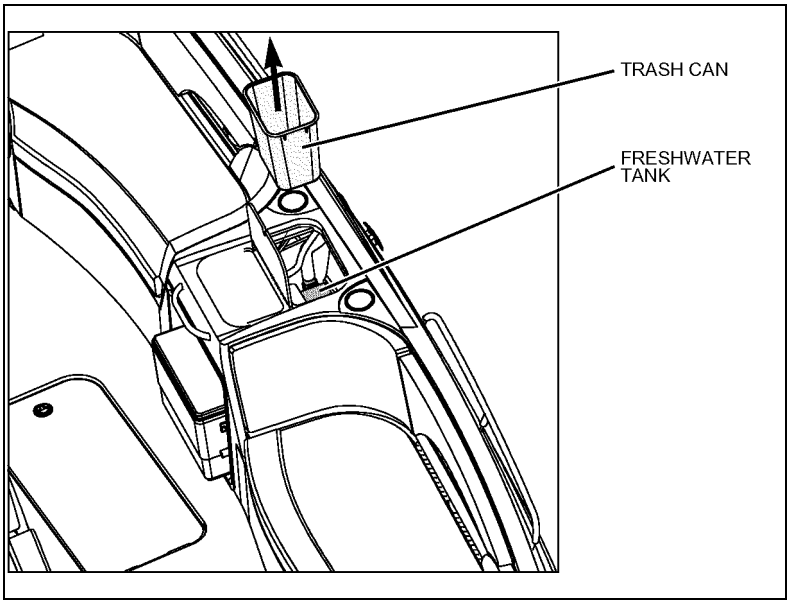


Freshwater Tank (If Equipped):

- **197** - Located in the port storage compartment.
- Access by lifting up the port center seat cushion.

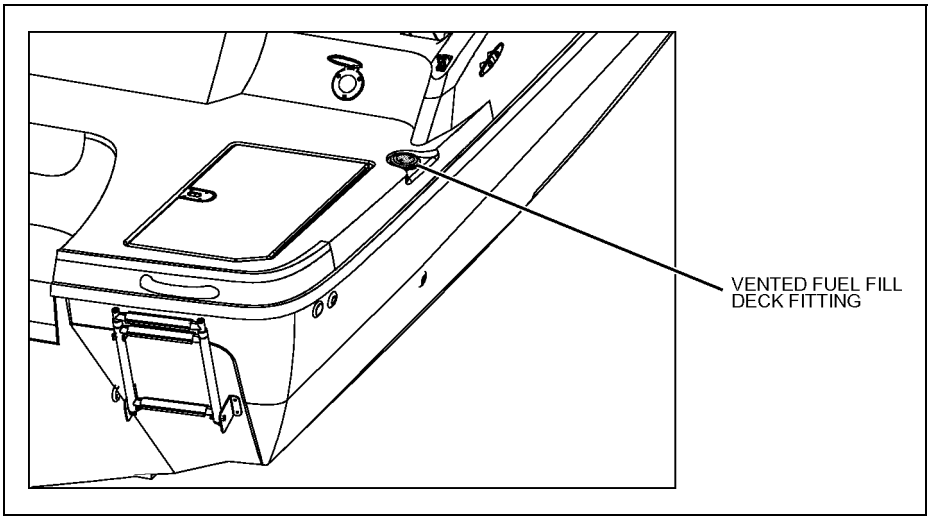


- **217** - Access by lifting the trash can hatch lid and removing the trash can.

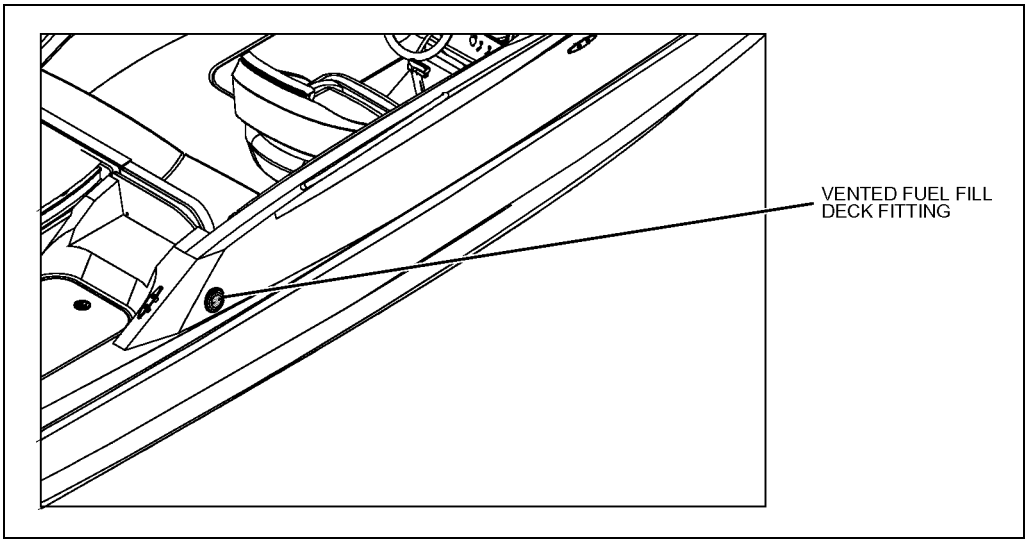


Fuel Fill Deck Fitting (marked GAS):

- **197** - Located on the starboard aft corner of the deck.

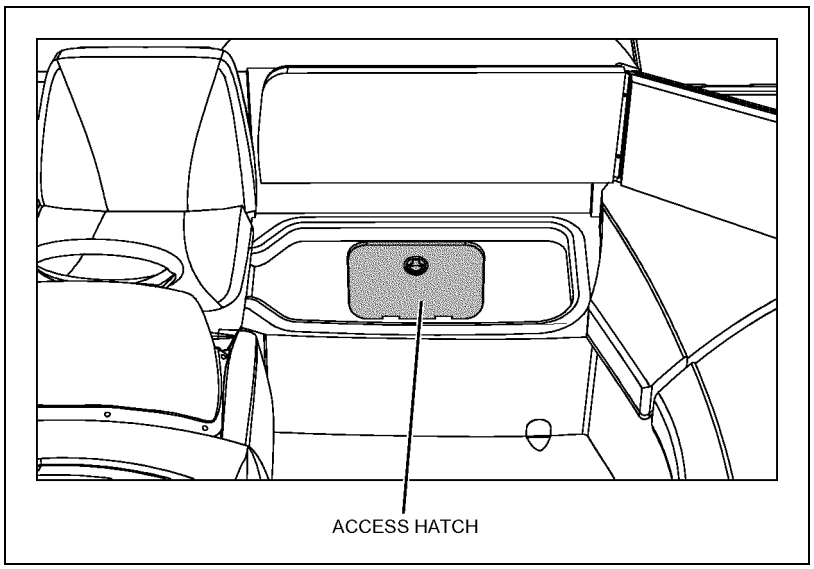


- **217** - Located on the starboard side of the deck.

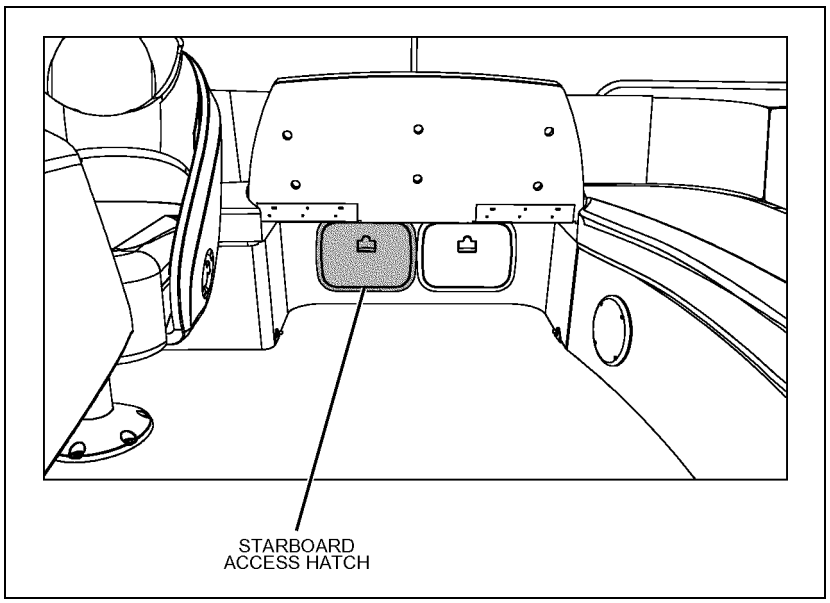


Fuel Tank:

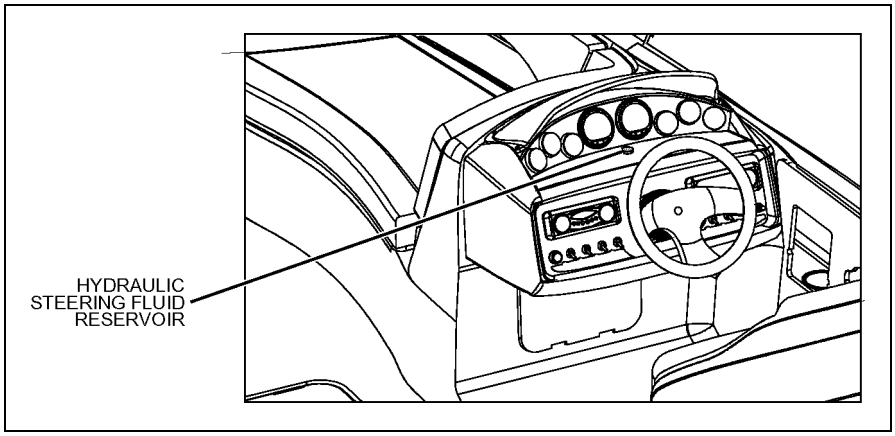
- **197** - Access through the hatch under the aft seat cushion.



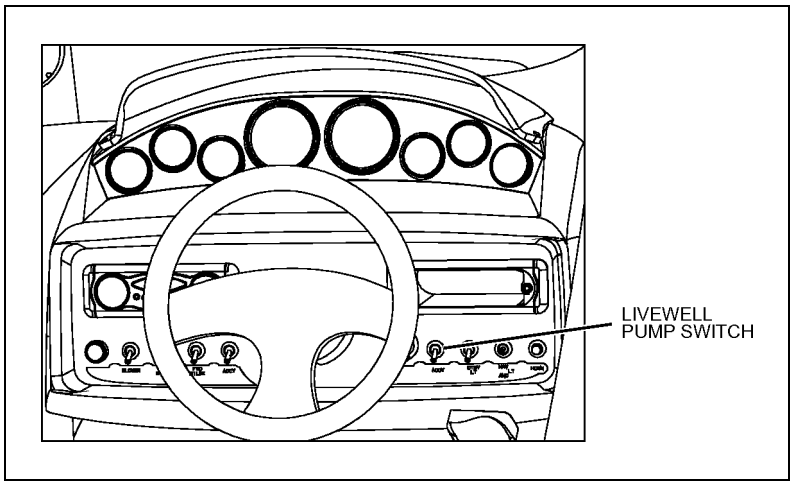
- **217** - Access through the hatch under the aft seat cushion.



Hydraulic Steering Fluid Reservoir (If Equipped): Located on the dash below the gauges.

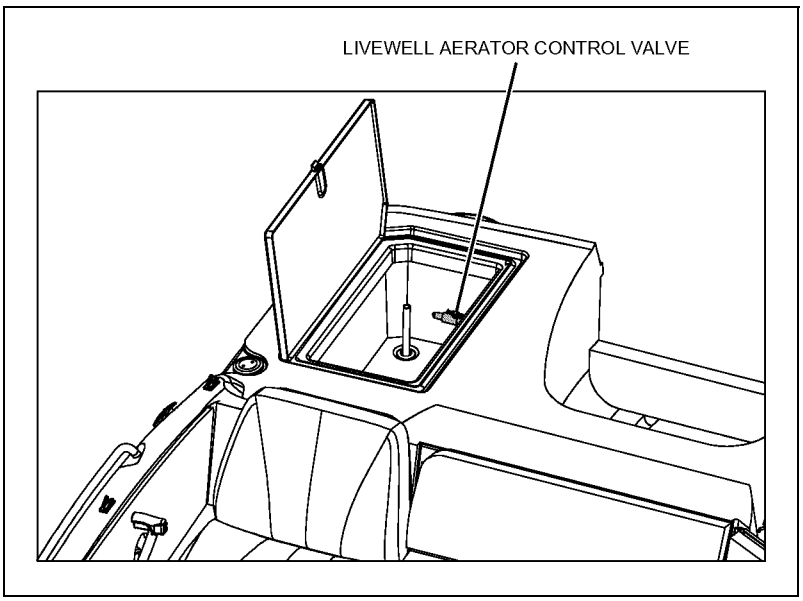


Livewell Pump Switch (If Equipped): Located at the helm.

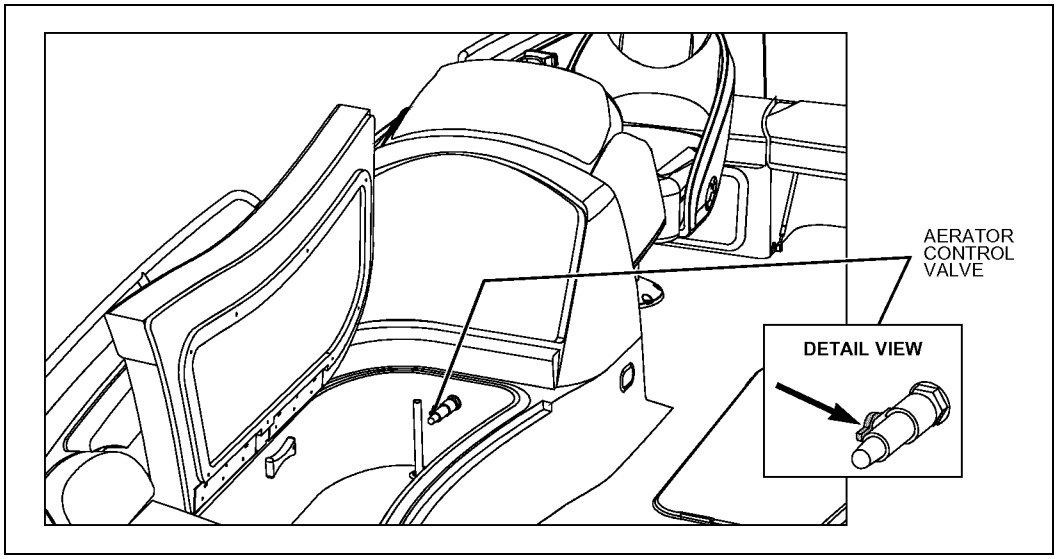


Livewell Aerator Control Valve (If Equipped):

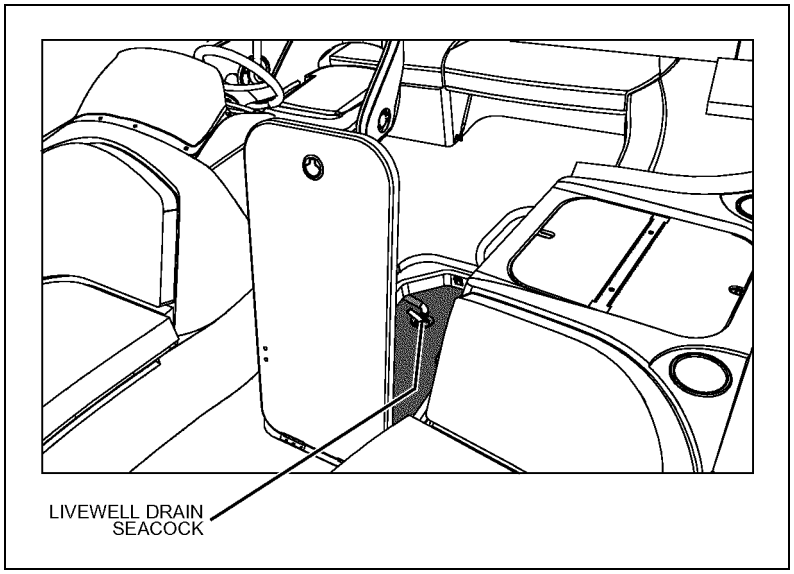
- **197** - Located inside the livewell tub.
- Access by opening the starboard aft deck hatch.



- **217** - Located inside the livewell.
- Access by lifting the starboard bow seat cushion/livewell hatch.

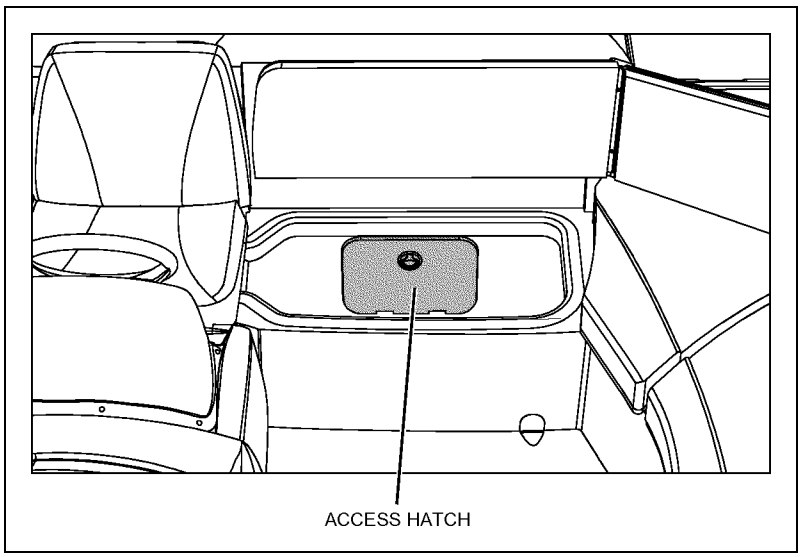


Livewell Drain Seacock (217 Only) (If Equipped): Access through the floor hatch.

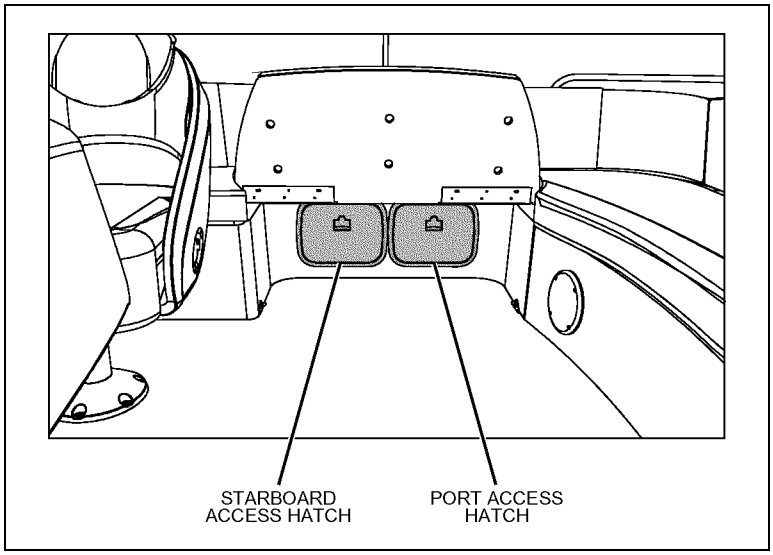


Livewell Pump and Seawater Intake Seacock (If Equipped):

- **197** - Access through the hatch under the aft seat cushion.

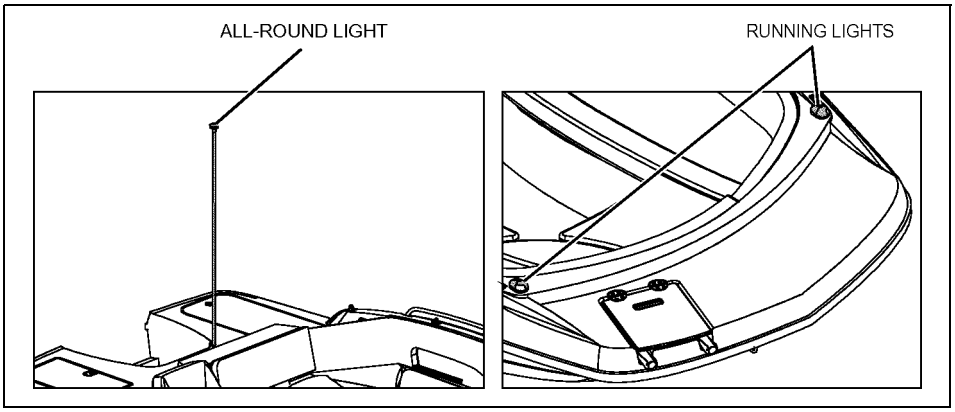


- **217 -** Access through the port and starboard hatch under the aft seat cushion.

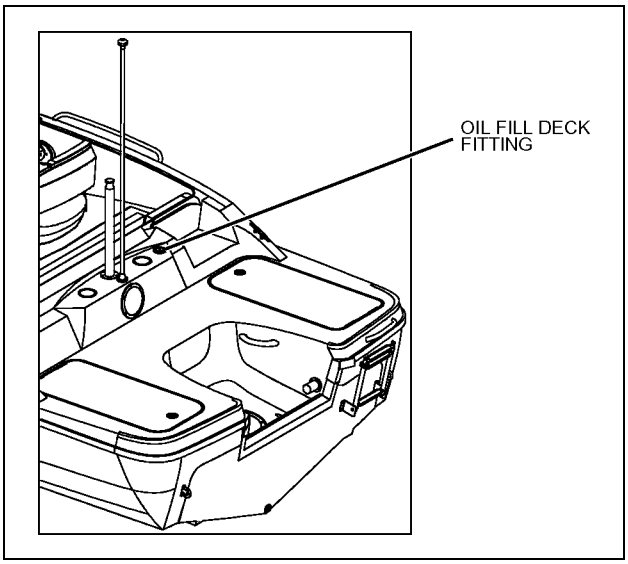


Navigation Lights:

- Red and green lights located on the forward deck.
- White all-round light located on the aft deck.

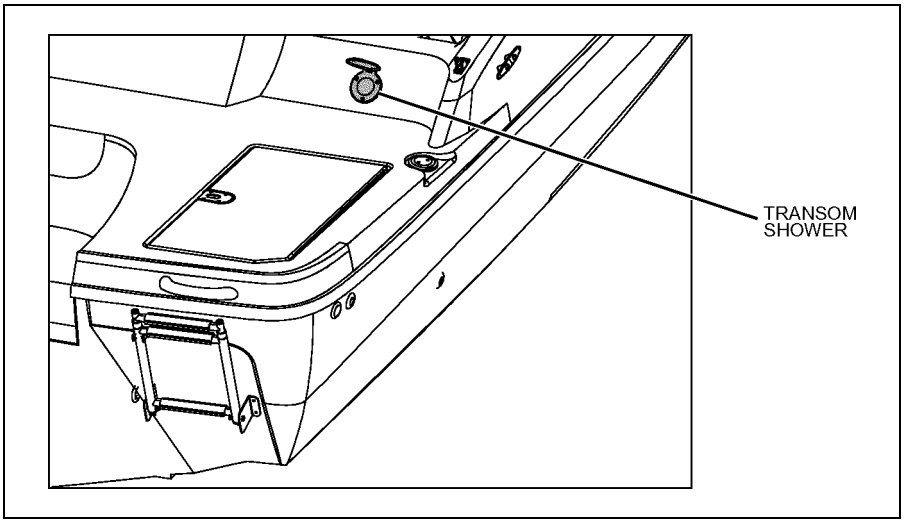


Oil Fill Deck Fitting (If Equipped): Located on the aft deck.

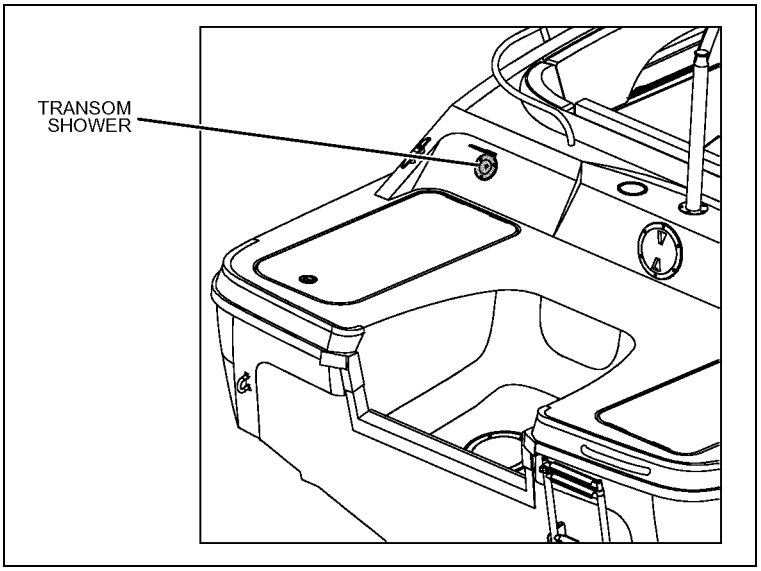


Transom Shower (If Equipped):

- **197** - Located on the starboard side of the aft deck.

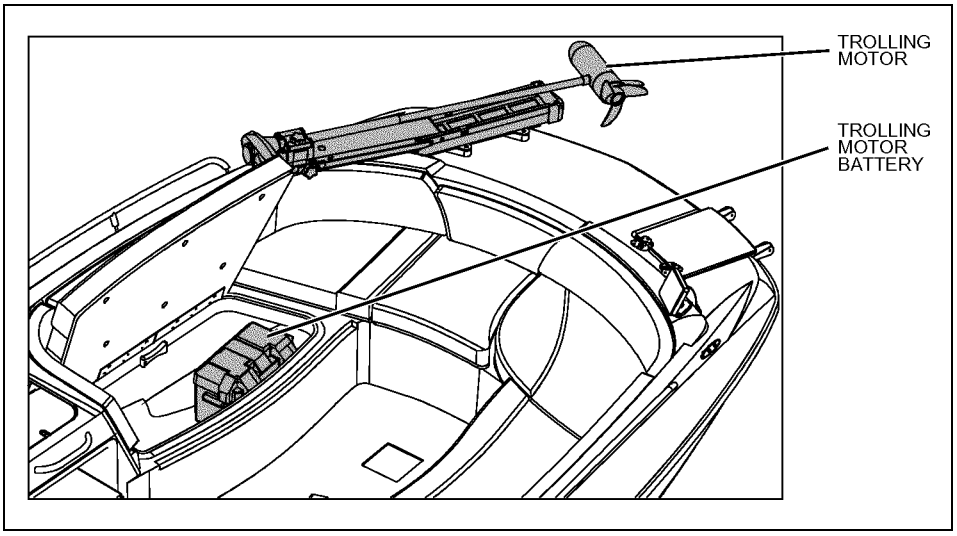


- **217** - Located on the port side of the aft deck.



Trolling Motor (If Equipped): Located on the forward deck.

Trolling Motor Battery (If Equipped): Located under the port bow seat cushion.



Chapter 3: Propulsion & Related Systems

Engine

NOTICE

Read the engine manual *BEFORE* starting or working on your engine.

While the topics listed below may be included in this *Owner's Manual Supplement* and in the *Sport Boat Owner's Manual*, ***always*** refer to the engine manual first for specific information on these important subjects:

- Engine Break-in Procedure
- Starting the Engine
- Gear Shifting
- Stopping the Engine
- Fuel and Oil Recommendations
- Engine Storage/Winterization

Fuel System

⚠ WARNING!

FIRE, EXPLOSION, and OPEN FLAME HAZARD!

- **It is very important that the fuel system be inspected thoroughly the first time it is filled and at each subsequent filling.**
- **The fueling instructions in the *Sport Boat Owner's Manual* and the fuel recommendations in the engine operation manual *MUST* be followed.**

⚠ CAUTION

Avoid the storage or handling of gear near the fuel lines, fittings and tank.

NOTICE

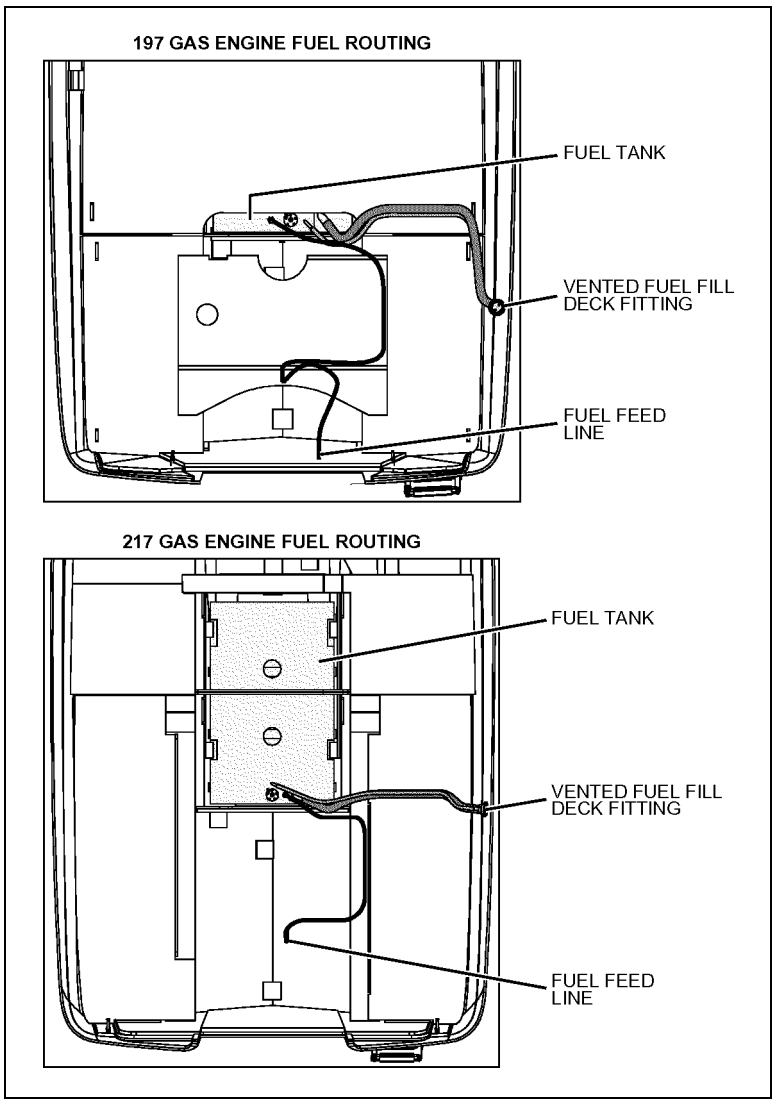
Carefully read the fuel section of both the *Sport Boat Owner's Manual* and the engine operation manual, paying special attention to the subject of *fuel recommendations*.

Fuel Fill & Vent

- The fuel fill deck fitting is marked GAS.
- If you have problems filling the fuel tank, see if the fuel fill hose or fuel tank vent hose is kinked or collapsed.
- If there are no visible signs of a problem, contact your local dealer.

Fuel Filters

- The fuel pickup tube, located inside the fuel tank, is equipped with a fine mesh screen filter.
- Also, when supplied by the engine manufacturer, a fuel filter is installed on the engine.
- Periodically replace the fuel filters to make sure they remain clean and free of debris.
- Talk to your selling dealer or local marina about fuel additives that help prevent fungus or other buildup in your fuel tank.



Chapter 4: Controls & Gauges

Steering

Hydraulic or Manual Hydraulic Steering System

- Your boat features a hydraulic steering system.
- Check the fluid level in the hydraulic steering reservoir ***every time*** you use your boat.
- Boat steering is ***not*** self-centering.
- Refer to the engine manual for steering system details.

Shift/Throttle Controls

⚠ WARNING!

LOSS OF CONTROL HAZARD!

Improper maintenance of the shift/throttle hardware may cause a sudden loss of control!

Read ***all*** of the information about the shift/throttle controls in the shift/throttle manual, the engine operation manual, and the *Sport Boat Owner's Manual*.

Power Trim & Tilt

- The outboard on your boat is equipped with power trim and tilt.
- Trim and tilt instructions are provided in the engine operation manual and the shift/throttle manual.

Gauges

Cleaning the Gauges

⚠ CAUTION

PRODUCT or PROPERTY DAMAGE HAZARD!

- **Use only mild soap and water to clean the gauge lenses and bezels.**
- **Use of other cleaners, including common window cleaning solutions, may cause the lenses to crack.**
- **Lenses cracked in this manner will *NOT* be covered by our warranty.**

Gauge Fogging

- Moisture may occasionally find its way into the gauges causing lens fogging.
- Turning ***On*** the gauge lights will help dry the lenses.
- Fogging will not harm the gauges.

Radio Transmission Interference

VHF or other radio transmissions may cause brief erratic readings on the tachometer. This will not damage the tachometer gauge or affect its accuracy when not transmitting.

Fuel Gauge

It is normal for the pointer on your fuel gauge to bounce as fuel sloshes back and forth in the fuel tank.

Chapter 5: Navigation Equipment

Read the manuals for ***all*** navigation & communication equipment ***before*** using these systems.

Depth Finder (If Equipped)

⚠ WARNING!

- **Do *NOT* use the depth finder as a navigational aid to prevent collision, grounding, boat damage or personal injury.**
- **When your boat is moving, submerged objects will *NOT* be seen until they are already under your boat.**
- **Bottom depths may change too quickly to allow time for your boat to react.**
- **If you suspect shallow water or submerged objects, run your boat at very slow speeds.**

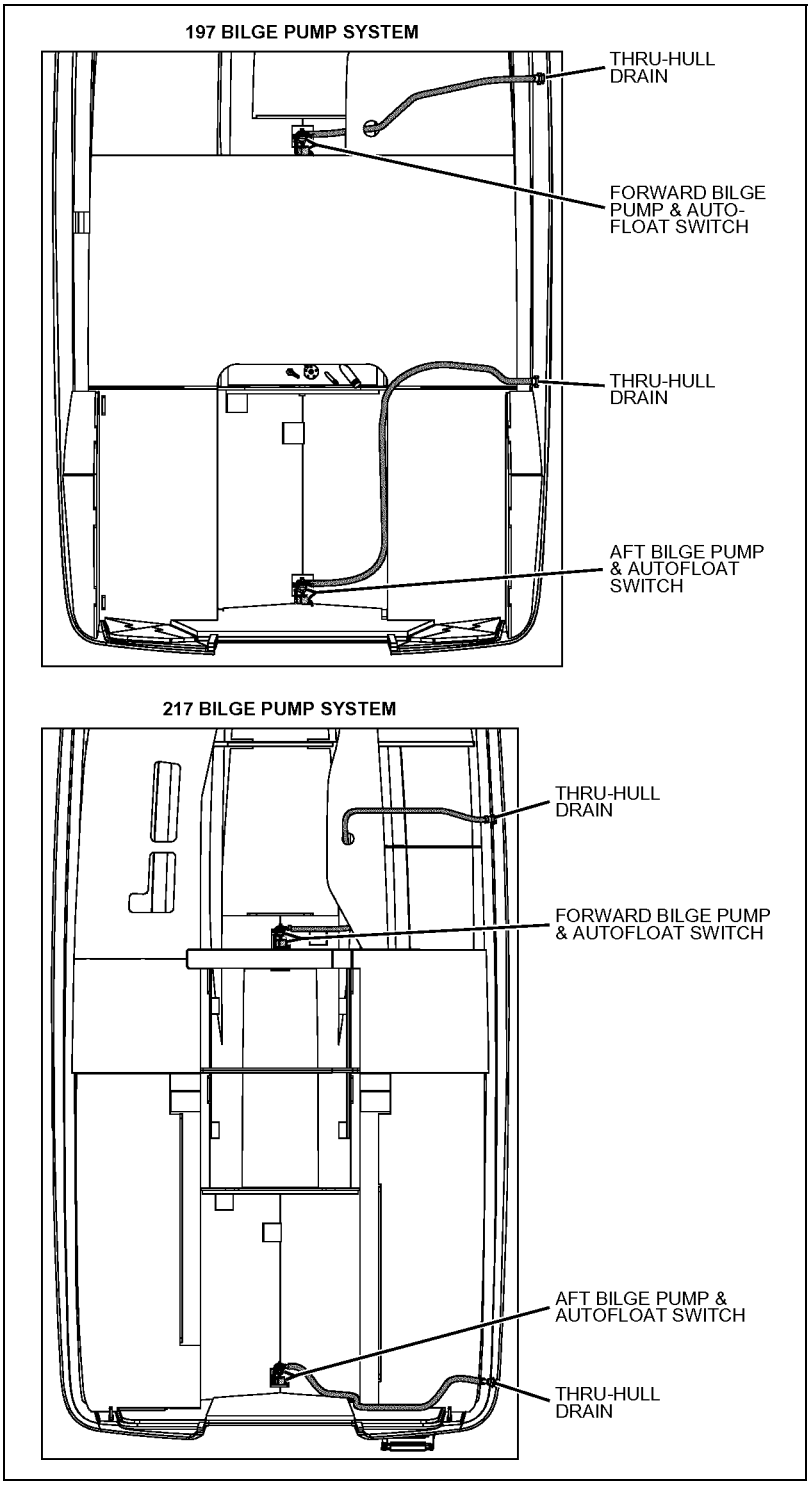
Chapter 6: Plumbing

Bilge Pumps

NOTICE

Discharge of oil, oil waste, or fuel into navigable waters is prohibited by law. Violators are subject to legal action by the local authorities.

- Your boat has two bilge pumps for pumping water out of the bilge.
- The autofloat switches, mounted next to the bilge pumps, will turn ***On*** the bilge pumps if bilge water rises above a preset level.
- You can also turn ***On*** the bilge pumps using the switches at the helm.
- The bilge pumps are wired directly to the battery. Unless the battery is dead, the bilge pump system should work even when your boat is unattended.


197 BILGE PUMP SYSTEM
THRU-HULL DRAIN
FORWARD BILGE PUMP & AUTO-FLOAT SWITCH
THRU-HULL DRAIN
AFT BILGE PUMP & AUTOFLOAT SWITCH
217 BILGE PUMP SYSTEM
THRU-HULL DRAIN
FORWARD BILGE PUMP & AUTOFLOAT SWITCH
AFT BILGE PUMP & AUTOFLOAT SWITCH
THRU-HULL DRAIN

Bilge Pump Testing

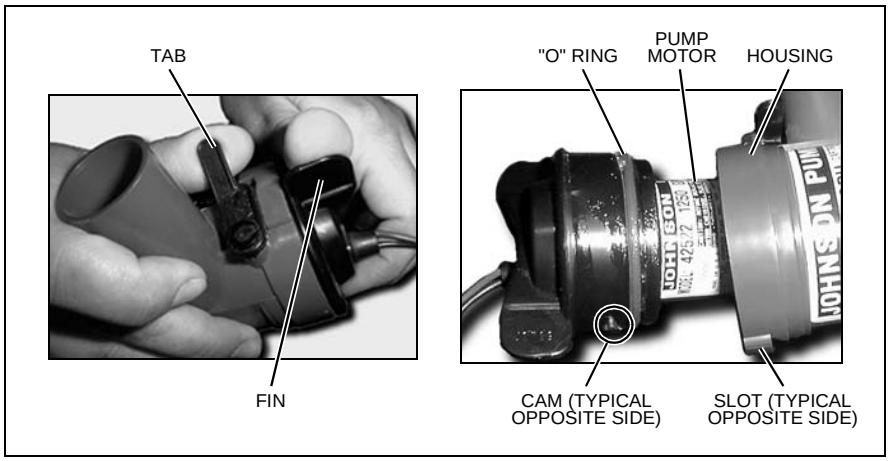
- The bilge pumps are vital to the safety of your boat.
- Test the bilge pumps often.

1. One at a time, turn ***On*** each bilge pump switch at the helm.
2. Make sure that water in the bilge is pumped overboard.

- If there is water in the bilge and the pump motor is running but ***not*** pumping, inspect the discharge hose for a kink or collapsed area.
- If the discharge hose looks okay, check the bilge pump housing for clogging debris (see below).

Checking for clogging debris:

1. Remove the pump motor from the housing:
   a. Lift the tab while rotating the fins counter-clockwise.
   b. Lift out the pump motor.
   c. Clear the housing of debris.
2. Reinstall the pump motor:
   a. Make sure the "O" ring is properly seated.
   b. Coat the "O" ring with a light film of vegetable or mineral oil.
   c. Align the cams on either side of the pump motor with the slots on the housing.
   d. Press the pump motor into the housing while twisting clockwise.
3. Check the reinstallation by trying to twist the fins counter-clockwise ***without*** lifting the tab; the pump motor should stay in place.



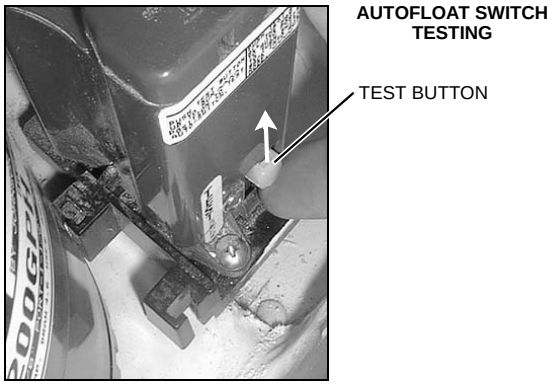
Autofloat Switches

- The autofloat switches turn the bilge pumps ***On*** when water rises above a preset level.
- Test each autofloat switch often.

Autofloat switch testing:

1. Lift the autofloat switch test button to turn ***On*** the bilge pump.
- If the pump does not turn ***On***, check the fuse on the fuse block.
- If the fuse is good, but the switch still does not work, it may mean the switch is bad, or the battery is dead.

2. After testing, push the test button all the way ***down*** to reset auto mode.



LIFT TEST BUTTON UP
(BILGE PUMP SHOULD TURN ON)

PUSH TEST BUTTON DOWN
(BILGE PUMP SHOULD TURN OFF)

⚠ CAUTION

When the test is completed on each float switch, you *MUST* push the test button *ALL THE WAY DOWN* to reset auto mode!

Seawater Systems

Seacocks

⚠ WARNING!

FLOODING and SWAMPING HAZARD!

- ***Close* the seacock(s) when leaving your boat unattended for any length of time.**
- **If a seacock is left open, a hose failure could flood the bilge, swamp the batteries, and even sink your boat.**

⚠ CAUTION

SYSTEM DAMAGE HAZARD!

- ***BEFORE* using any system that has a seacock, make sure that the system's seacock is *Open*.**
- **Inspect and lubricate all seacocks annually.**

Thru-hull inlet or outlet fittings near or below the waterline feature seacock valves. You can close a seacock to stop water entry:

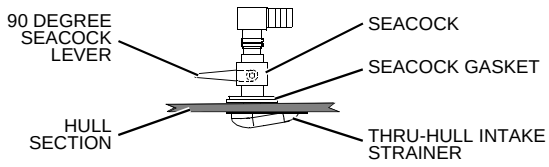
- If the hose connected to the seacock fails, or;
- To work on equipment served by the seacock.

Seacocks are used on your boat in seawater intake or liquid-discharge systems including, but not limited to:

- Livewell (if equipped)

Before using any system with a seacock, make sure the seacock is ***Open*** and stays ***Open*** until the system is shut ***Off***.

SEACOCK & THRU-HULL COMPONENTS (TYPICAL)



Seawater Strainers

⚠ CAUTION

FLOODING HAZARD!

- ***BEFORE* taking apart a seawater strainer for cleaning or other work, *Close* the seacock that sends seawater to that strainer.**
- **Failure to close the seacock before taking apart the seawater strainer may allow large amounts of water to flood the bilge, which could swamp the batteries and the engines, and even sink your boat.**
- **Keep the seacock *Closed* until the seawater strainer is completely reassembled.**

SYSTEM DAMAGE HAZARD!

- **After putting the seawater strainer back together, make sure that the seacock valve is *Open* *BEFORE* using the component/system.**

- Seawater strainers are used to filter incoming seawater in *some* seawater intake systems. NOTE: Not all seawater intake systems have seawater strainers.
- If equipped, the seawater strainer is located near the seawater intake system's seacock.
- Check the strainers for leaks and/or debris ***every time*** you use your boat.
- Refer to the seawater strainer instruction sheet for cleaning and maintenance information.

Livewell System (If Equipped)

⚠ WARNING!

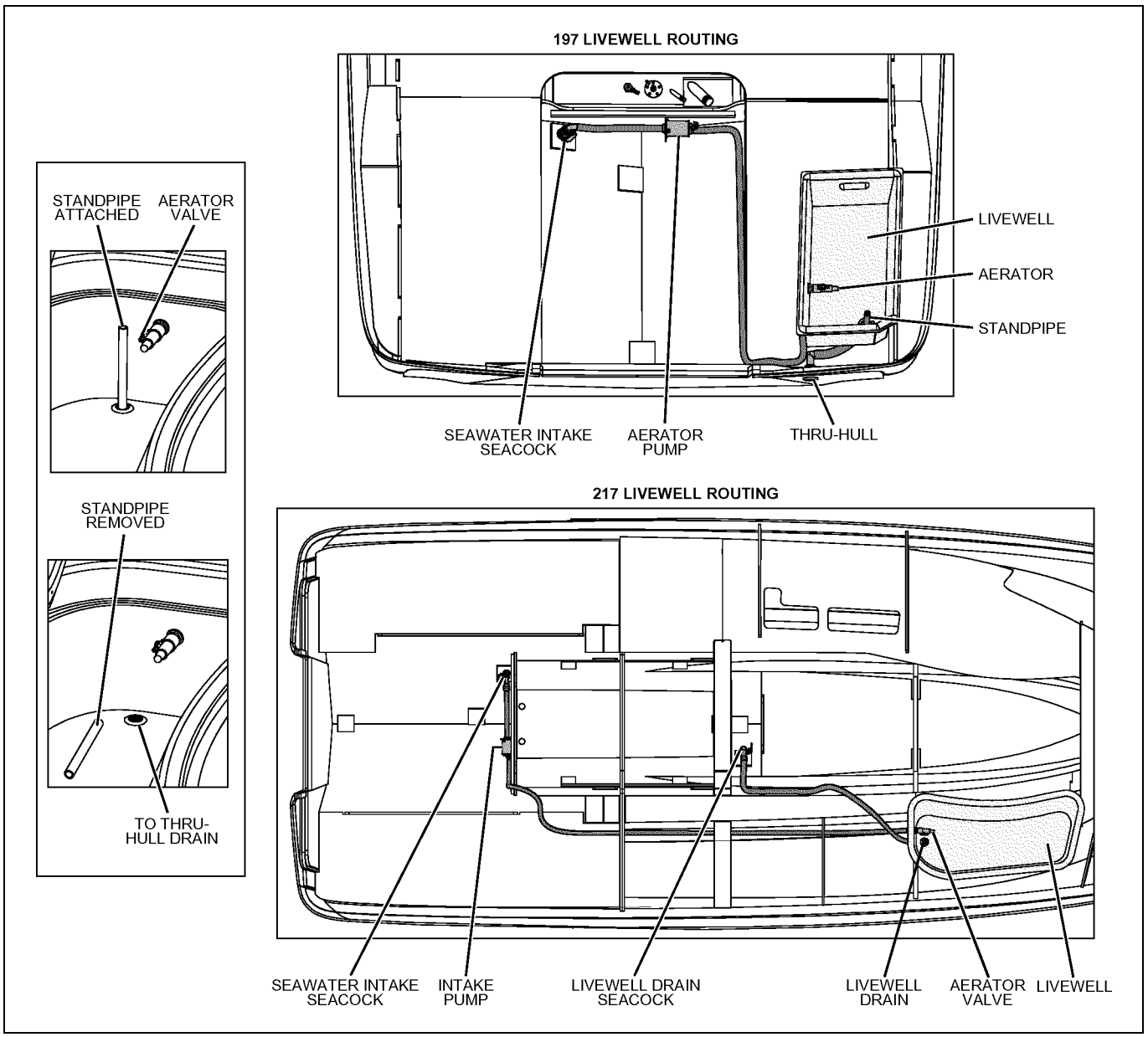
FLOODING and SWAMPING HAZARD!

- ***NEVER* leave your boat unattended while the livewell system is running.**
- **Any leak or break in this system may allow large amounts of water to flood the bilge, which could swamp the batteries, and even sink your boat.**
- ***Close* the intake seacock when leaving your boat unattended for any length of time.**

⚠ CAUTION

SYSTEM DAMAGE HAZARD!

***BEFORE* turning *On* the livewell system, make sure the intake seacock is *Open*.**



Filling & Using the Livewell

1. ***Open*** the intake seacock *and*, if equipped, the drain seacock.
2. Insert the standpipe into the drain fitting at the bottom of the tank.
3. On the switch panel, turn ***On*** the livewell pump switch (for the location of the livewell pump switch, see the *Component Locations* section in *Chapter 2* of this *supplement*).

- To drain the livewell remove the standpipe.

Troubleshooting

If you followed the instructions in steps 1 through 3 above, but water is ***not*** pumping into the tank, possible causes are:

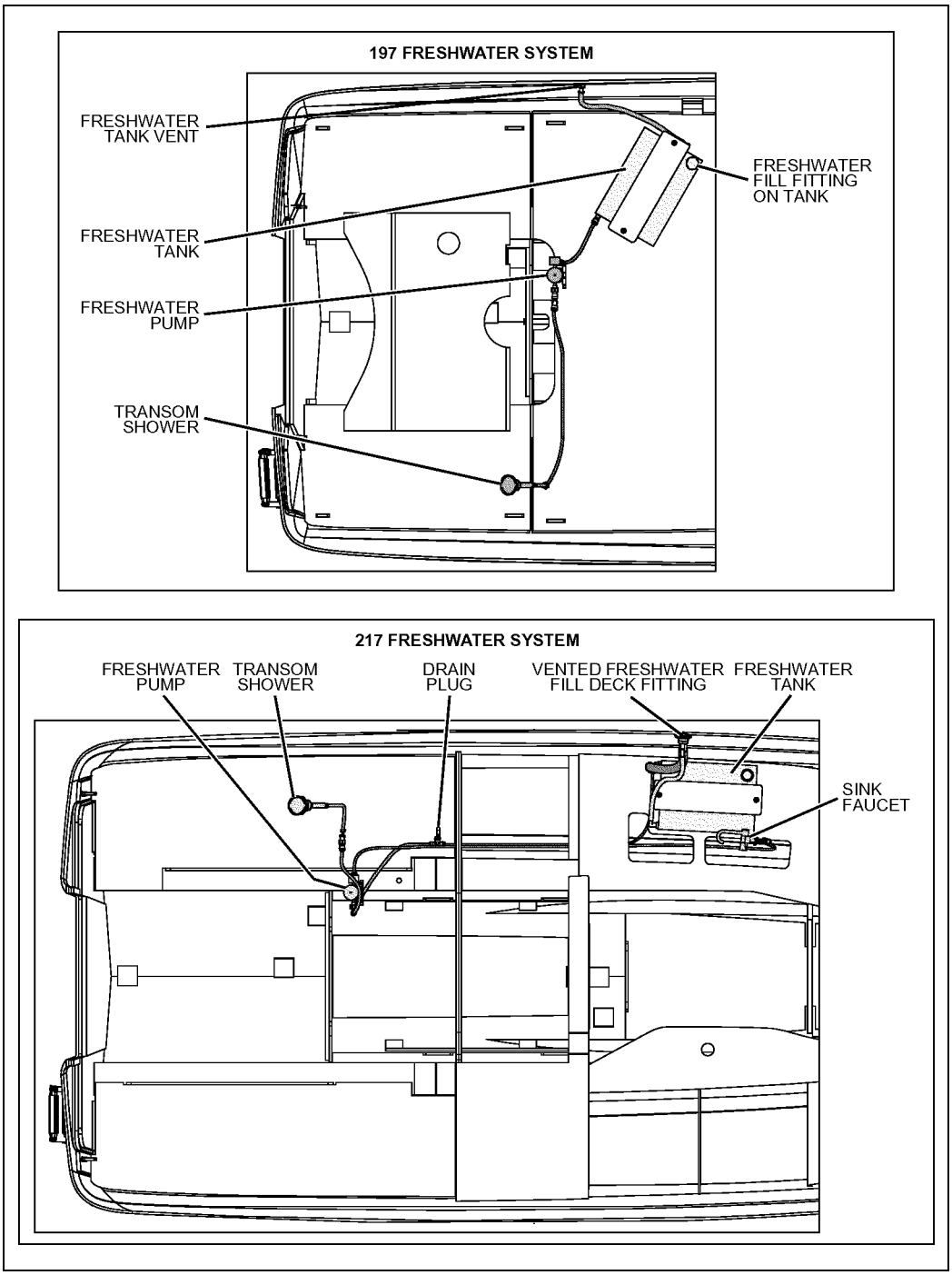
- The seacock is ***Closed***.
- A hose is collapsed or there is clogging debris in the system.
- The livewell fuse is blown.

Freshwater System (If Equipped)

⚠ WARNING!

- ***ONLY* use safe drinking (potable) water in your boat's freshwater system.**
- ***ONLY* use FDA approved "drinking water safe" hoses when filling the freshwater tank.**
- ***NEVER* use common garden hoses for drinking water.**

- Read the *Freshwater System* section in the *Sport Boat Owner's Manual.*
- The freshwater fill deck fitting is marked WATER.
- Pressurize the freshwater system by either turning ***On*** the freshwater pump switch (the battery switch must also be ***On***).
- For the location of the freshwater pump switch, see the *Component Locations* section in *Chapter 2* of this *supplement*.
- Turn ***Off*** the freshwater pump switch when your boat is ***not*** in use or when the freshwater tank is empty.
- Inspect and clean the freshwater filter often (the filter is located on the freshwater pump).
- If your boat is to be left unattended for a long period of time, pump the freshwater tank dry to prevent stored water from becoming stagnant and distasteful.
- If the freshwater system needs to be disinfected, ask your dealer about treatments available for your boat's system.



Transom Shower (If Equipped)

- Read the manufacturer's instructions ***before*** using the transom shower for the first time.
- The freshwater pump switch ***must*** be turned ***On before*** using the transom shower.

Freshwater System Winterization

1. Turn ***Off*** the water heater breaker switch.
   NOTE: ***Tag*** or ***Mark*** the water heater breaker switch to prevent it from being turned ***On*** while the water heater tank is empty.
2. Turn ***On*** the freshwater pump switch.
3. ***Open all*** of the faucets and showers and let the freshwater system drain completely.
4. Turn ***Off*** the freshwater pump switch.

All of the remaining water ***must*** be removed from the water lines. There are two ways to remove the remaining water from the lines:

- Compressed Air
- Gravity Draining

Compressed Air

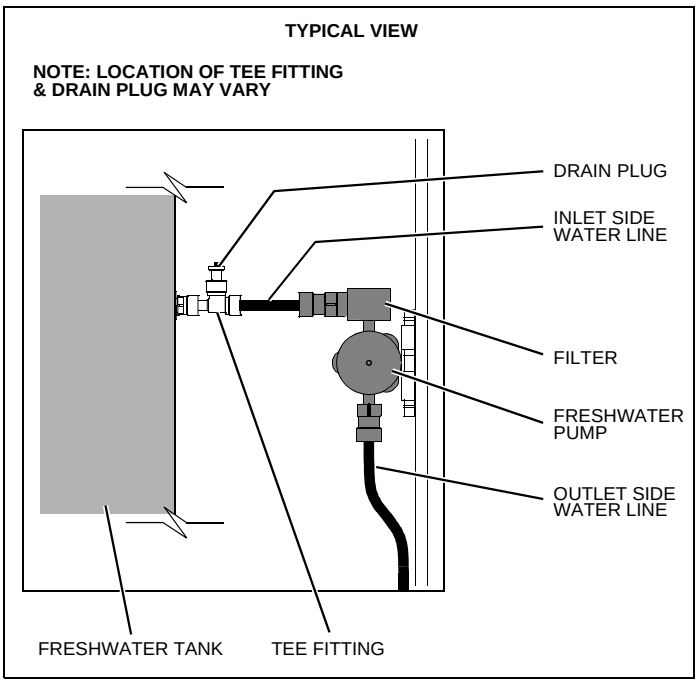
⚠ CAUTION

FRESHWATER SYSTEM DAMAGE HAZARD!

- **A faucet *MUST* be *Open* when compressed air is blown through the freshwater system.**
- ***NEVER* blow compressed air through the water system when *ALL* of the faucets are *Closed*.**

You ***must*** have an air compressor with an air hose and an air nozzle.

1. Remove the water line from the outlet side of the freshwater pump (opposite side from filter).
2. ***Open*** the faucet that is furthest away from the freshwater pump.
3. Place the air nozzle against the end of the just removed water line and blow air through the system.
4. When water stops coming out of the faucet, stop the air and ***Close*** the faucet.
5. One at a time, repeat this process on ***all*** faucets and showers.



Gravity Draining

1. ***Open all*** faucets and showers.
2. Remove the drain plug from the tee fitting on the freshwater tank.
3. When the water has stopped draining from the freshwater tank and the water lines, replace the drain plug.

Drain Systems

Deck Drains

- Water on the deck is drained overboard through the deck drains.
- Keep the deck drains free of debris.

Sink Drain

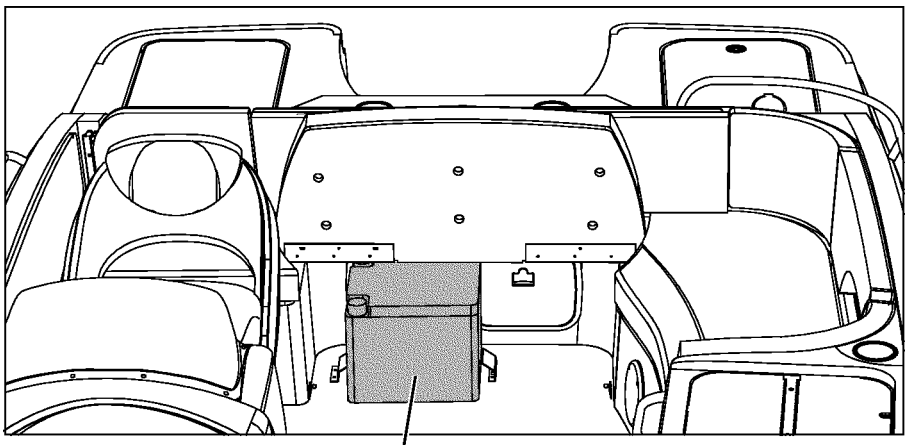
The sink is above the waterline and is gravity drained overboard.

Portable Toilet (217 Only)

NOTICE

Check with local authorities about the legal use of marine head systems.

Read the manufacturer's operating instructions ***before*** using the portable toilet.



Chapter 7: Deck Equipment

Cleats & Bow/Stern Eyes

⚠ WARNING!

PERSONAL INJURY and/or PRODUCT or PROPERTY DAMAGE HAZARD!

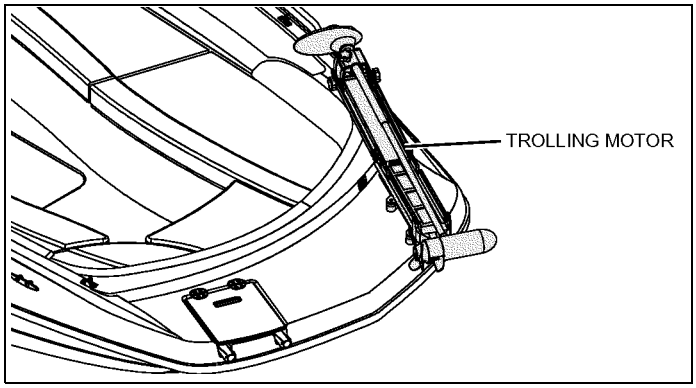
***NEVER* lift your boat using the bow/stern eyes or the cleats.**

Read the section on towing in the *Sport Boat Owner's Manual* ***before***:

- Towing anything behind your boat.
- Being towed by another vessel.

Bow Mount Trolling Motor (If Equipped)

Read the manufacturer's instruction manual ***before*** using the trolling motor.



Ski-Tow Pylon

⚠ WARNING!

PERSONAL INJURY and/or PRODUCT or PROPERTY DAMAGE HAZARD!

Failure to follow these ski-tow pylon guidelines can result in injury or death:

- **Read the warning label on the ski-tow pylon.**
- ***ONLY* tow water-skis, wakeboards, or recreational towables.**
- **Do *NOT* tow items that have to be tied to the tow rope, such as inner tubes.**
- **Do *NOT* exceed the *MAXIMUM* tow weight of 600 pounds.**
- **Do *NOT* tow parasails, kites, or other boats.**
- **Do *NOT* tow more than two persons at one time.**
- **When the ski-tow pylon is in use, *ALL* passengers *MUST* sit forward of the pylon and keep their hands well clear of the pylon and rope.**
- **Use caution with a skier in tow as the tow rope may snap back into the cockpit when released.**

Ski-Tow Tower (If Equipped)

⚠ WARNING!

PERSONAL INJURY and/or PRODUCT or PROPERTY DAMAGE HAZARD!

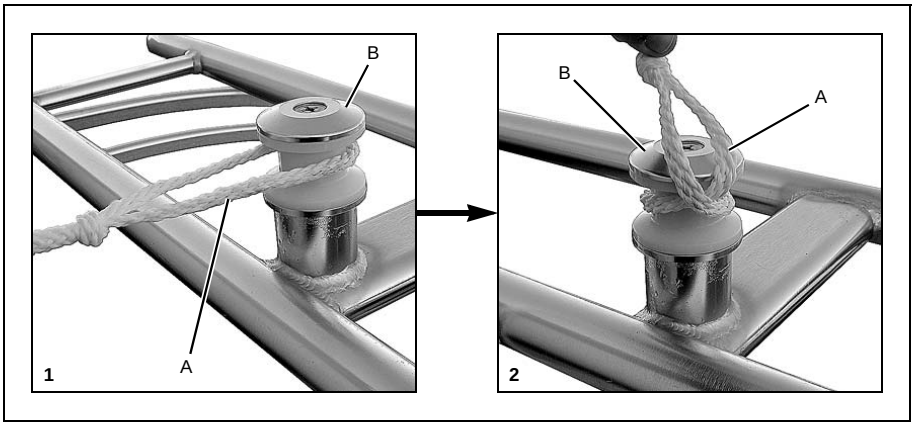
Failure to follow these guidelines can result in injury or death:

- **Read *ALL* warning labels on the ski-tow tower.**
- ***BEFORE* each use, make sure *ALL* bolts are in place and tight.**
- ***ONLY* tow water-skis, wakeboards, or recreational towables.**
- **Do *NOT* exceed the *MAXIMUM* tow weight of 600 pounds.**
- **Do *NOT* tow parasails, kites, or other boats.**
- **Do *NOT* tow more than two persons at one time.**
- **Do *NOT* climb on, sit on, stand on, jump off, or dive off the tower.**
- ***NEVER* allow passengers to sit behind the tow rope attachment point.**
- **Use caution with skier(s) in tow as the tow rope may snap back into the cockpit when released.**
- ***NEVER* allow loose tow rope ends to dangle off tower.**
- **When the tower is up, watch out for and avoid objects such as tree limbs, bridges, or power lines.**

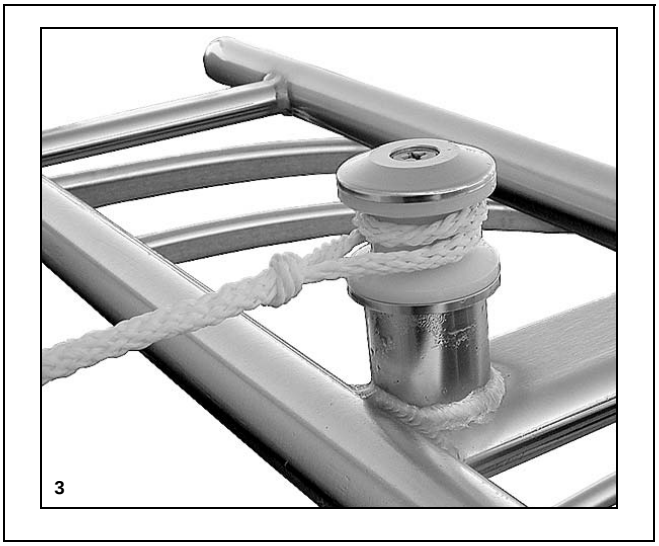
Attaching the Ski-tow Rope

1. Place the ski-tow rope loop (A) over the ski-tow pylon (B).

2. Put a twist in the ski-tow rope loop (A) and place over the ski-tow pylon (B) again.



3. Pull ski-tow rope to tighten.



Folding the Ski-tow Tower (197)

⚠ WARNING!

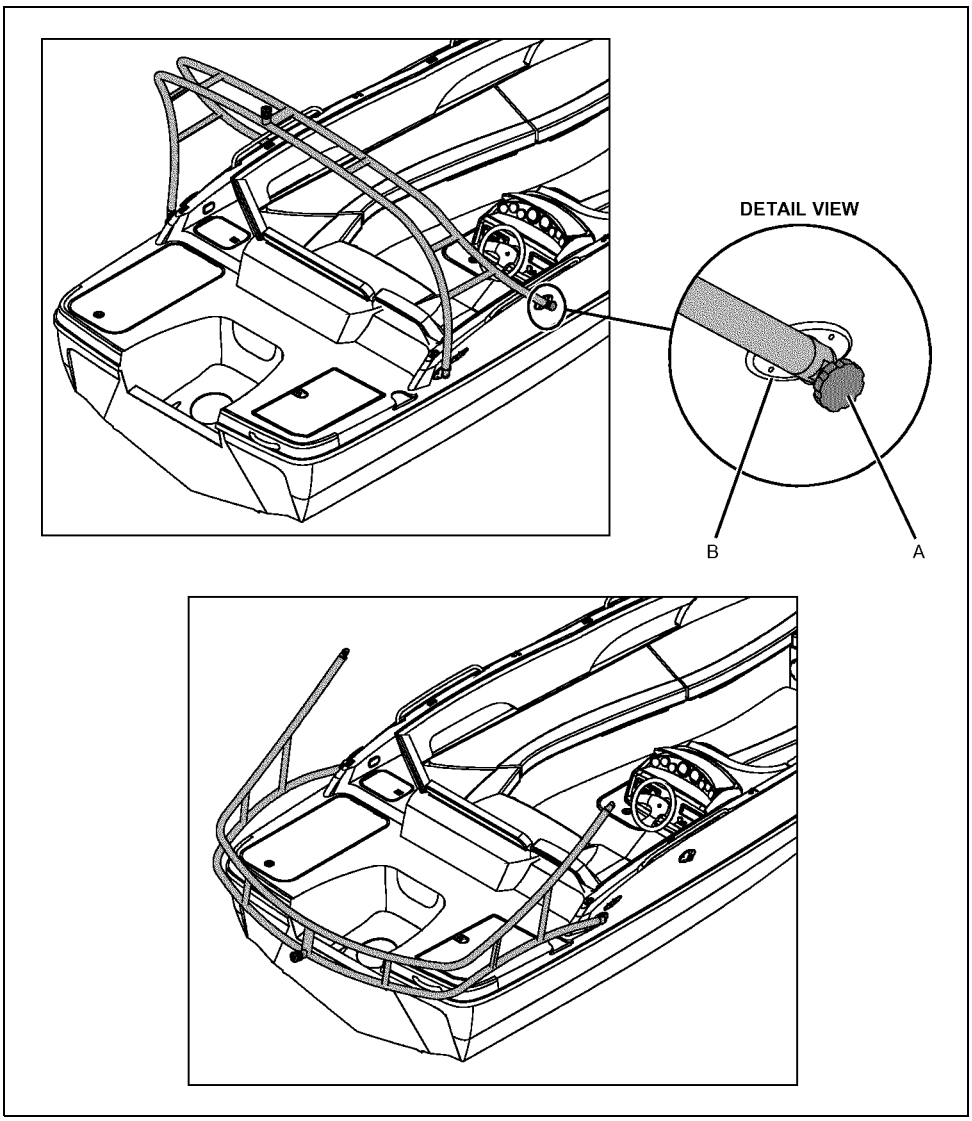
PERSONAL INJURY and/or PRODUCT or PROPERTY DAMAGE HAZARD!

- **Folding or unfolding the ski-tow tower is a two person task.**
- ***BEFORE* each use of the folding ski-tow tower, make sure both lock-down bolts are tightened firmly.**
- **Read *ALL* warning labels on the ski-tow tower.**

To fold the ski-tow tower into the storage position:

1. Remove the lock-down bolt (A) on each side of the tower.
2. Carefully fold the tower aft.
3. For storage, screw the lock-down bolts into the bases (B).

- To return the tower to the towing position, perform the above steps in reverse order, making sure that both lock-down bolts are tightened firmly.



Tower Care

Read the manufacturer's 'Care of Tower' card.

Folding the Ski-tow Tower (217)

⚠ WARNING!

PERSONAL INJURY and/or PRODUCT or PROPERTY DAMAGE HAZARD!

- **Folding or unfolding the ski-tow tower is a two person task.**
- ***BEFORE* each use of the folding ski-tow tower, make sure both lock-down bolts are tightened firmly.**
- **Read *ALL* warning labels on the ski-tow tower.**

To fold the ski-tow tower into the storage position:

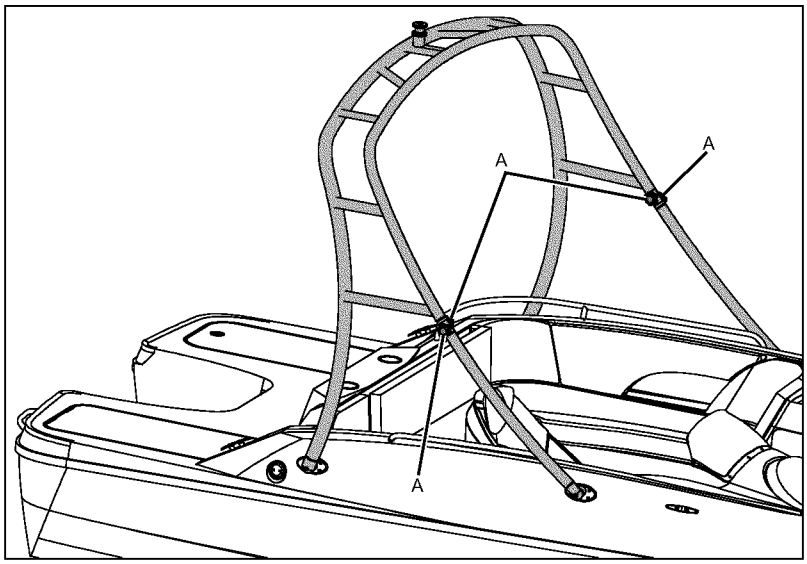
1. Remove all four lock-down bolts (A).
2. Carefully fold the tower aft.

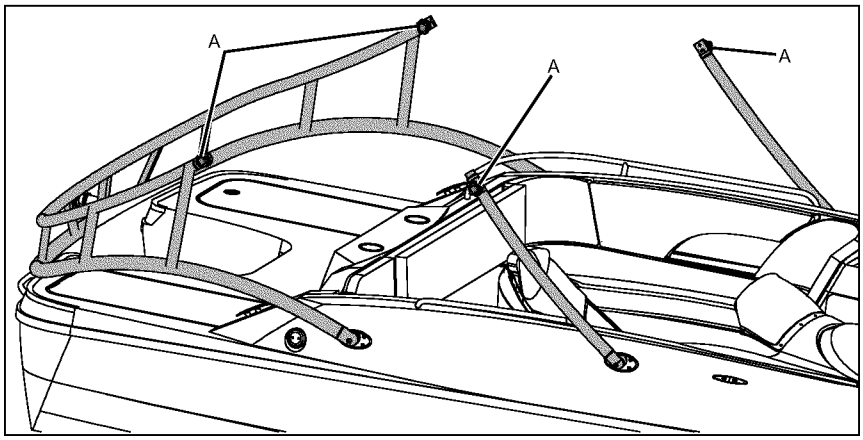
To return the tower to the towing position:

1. Remove all four lock-down bolts (A).
2. Carefully fold the tower forward.
3. Screw all four lock-down bolts into place, making sure they are tightened firmly.

Tower Care

Read the manufacturer's 'Care of Tower' card.





NOTE: FOR STORAGE, SCREW THE LOCK-DOWN BOLTS BACK INTO EACH SIDE OF THE TOWER AS SHOWN ABOVE

Canvas

⚠ CAUTION

PRODUCT or PROPERTY DAMAGE HAZARD!

Take down and securely stow *ALL* canvas & vinyl *BEFORE* your boat is transported by road.

NOTICE

***BEFORE* cleaning and/or stowing your canvas, read the *Canvas Care* section, later in this chapter.**

NOTICE

Two people are needed for most of the tasks listed in this section.

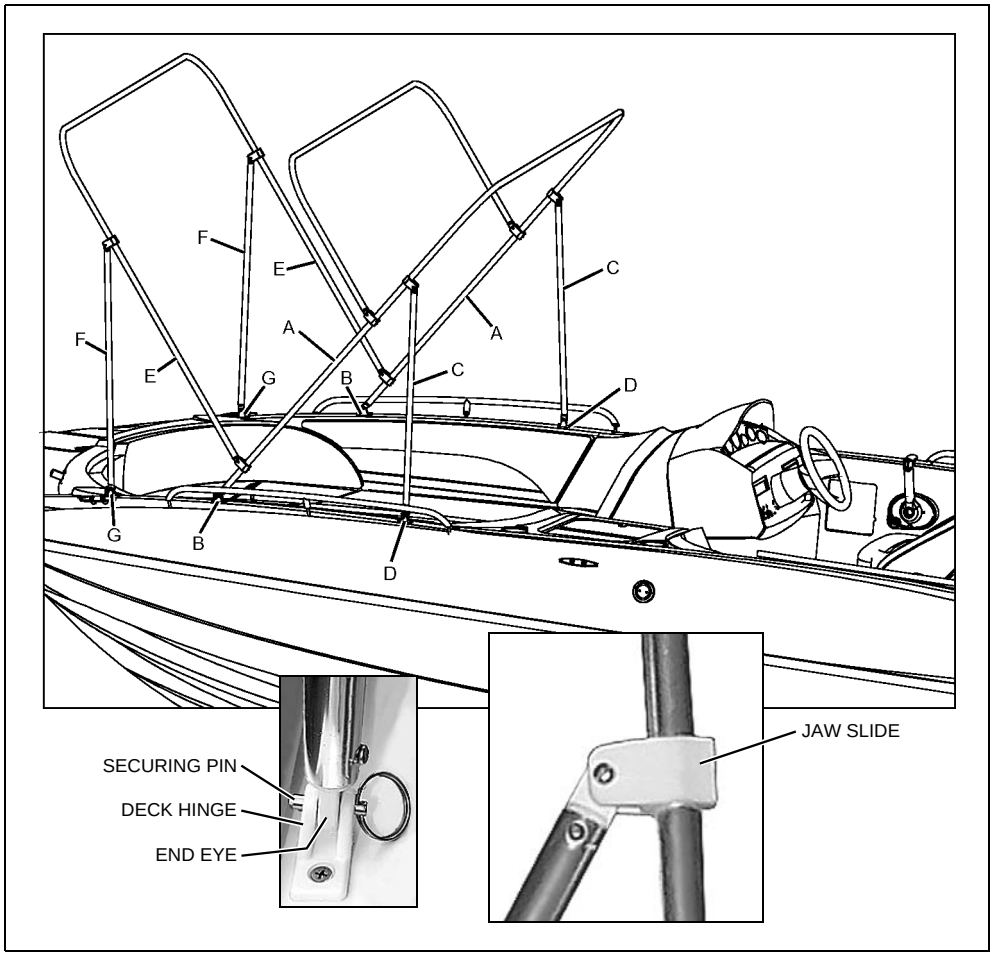
NOTICE

Some canvas and vinyl options may not be described. Make sure your dealer explains how to install all canvas and vinyl.

Forward Bimini Top (If Equipped)

1. Insert the end eyes of the main bow (A) into the deck hinges (B) and insert the securing pins.
2. Insert the end eyes of the aft braces (C) into the deck hinges (D) and insert the securing pins.
3. Pull the secondary bow (E) forward and insert the end eyes of the forward braces (F) into the deck hinges (G) and insert the securing pins.

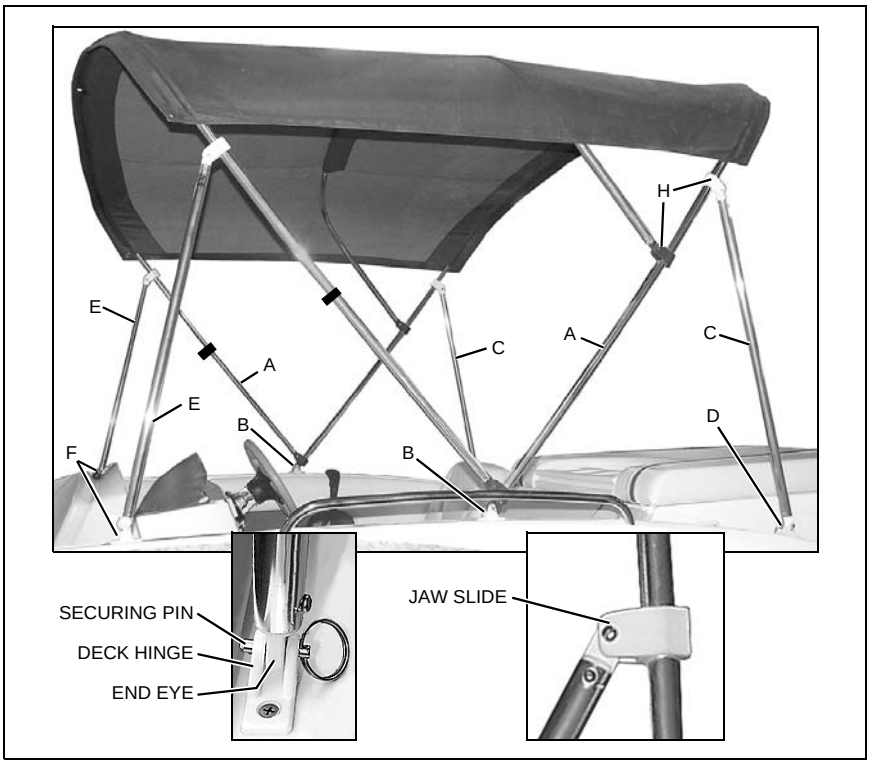
- The jaw slides should not need to be adjusted.
- If you decide to adjust the jaw slide positions, get the correct measurements from your selling dealer.



197 Aft Bimini Top

1. Insert the end eyes of the main bow (A) into the deck hinges (B) and insert the securing pins.
2. Insert the end eyes of the aft braces (C) into the deck hinges (D) and insert the securing pins.
3. Unfold the canvas and insert the end eyes of the forward braces (E) into the deck hinges (F) and insert the securing pins.

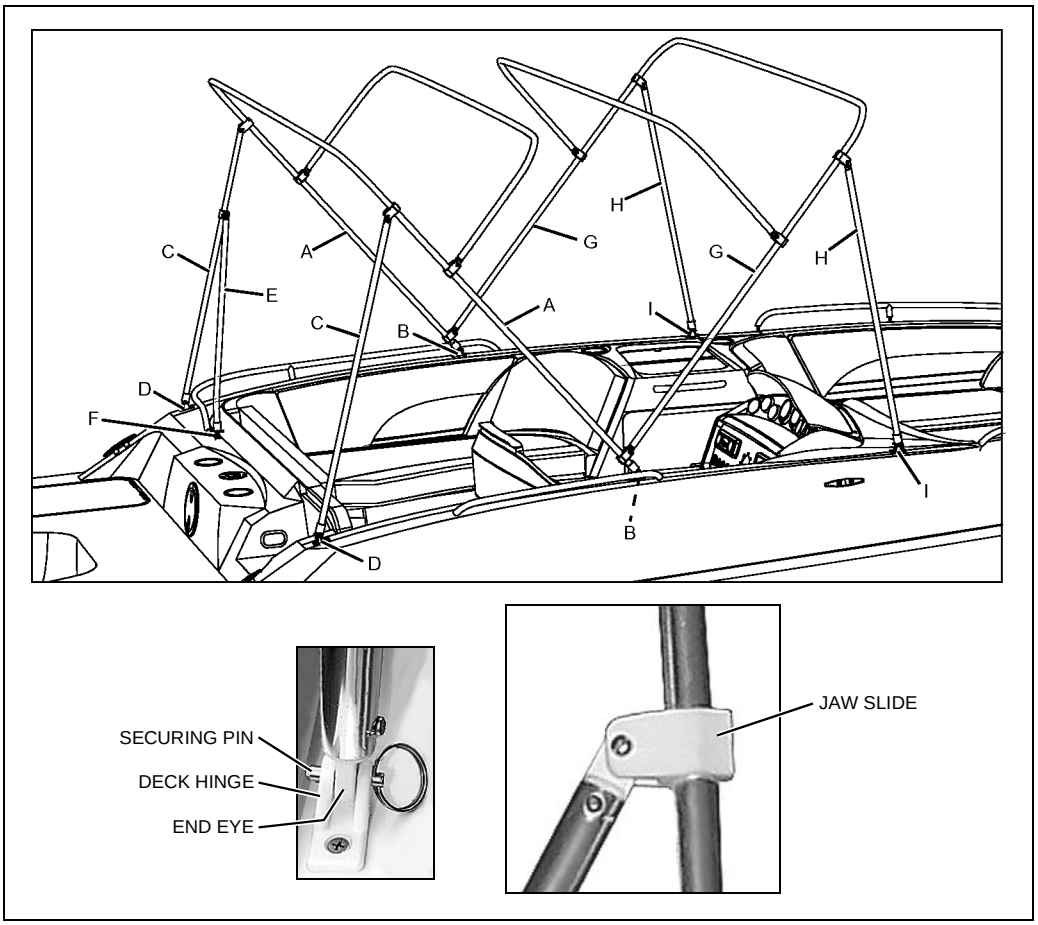
- The jaw slides should not need to be adjusted.
- If you decide to adjust the jaw slide positions, obtain the correct measurements from your selling dealer.



217 Aft Bimini Top

1. Insert the end eyes of the main bow (A) into the deck hinges (B) and insert the securing pins.
2. Insert the end eyes of the aft braces (C) into the deck hinges (D) and insert the securing pins.
3. Insert the end eye of the port stern support (E) into the deck hinge (F) and insert the securing pin.
4. Pull the secondary bow (G) forward and insert the end eyes of the forward braces (H) into the deck hinges (I) and insert the securing pins.

- The jaw slides should not need to be adjusted.
- If you decide to adjust the jaw slide positions, get the correct measurements from your selling dealer.



Canvas Care

- After each use, especially in saltwater, rinse the canvas with cold freshwater.
- ***Before*** stowing, let the canvas air-dry completely.
- The canvas can be rolled or folded for stowage.

Cleaning the Canvas

⚠ CAUTION

***NEVER* use detergents when washing the canvas. Detergents can destroy the water repellency, and mildew/UV resistant finish of your canvas.**

Regularly clean the canvas to prevent dirt, pollen, and etc. from embedding in the fabric. Generally, it is easiest to wash the canvas while it is installed on your boat.

- Use a soft-bristled brush to remove all dust and loose dirt.

1. Hose down the canvas with freshwater.
2. Gently wash the canvas with a solution of lukewarm water (no more than 100° F) and non-detergent mild soap, such as Ivory Snow®, Dreft®, or Woolite®.
3. Rinse thoroughly to remove the soap.
4. ***Before*** stowing, let the canvas dry completely.

Stubborn Stains

⚠ CAUTION

- **Soaking in bleach solutions may remove the waterproof finish of the fabric and may also decrease the life of the polyester thread used in the canvas.**
- **If needed, a water repellent treatment should be reapplied to your canvas. Ask your dealer about the treatments available for your boat's canvas.**

Some stubborn stains may resist normal washing and you can try the methods below. However, these methods may remove the waterproof finish of the fabric and may also decrease the life of the polyester thread used in the canvas. Reapply a water repellent treatment as needed.

Method 1

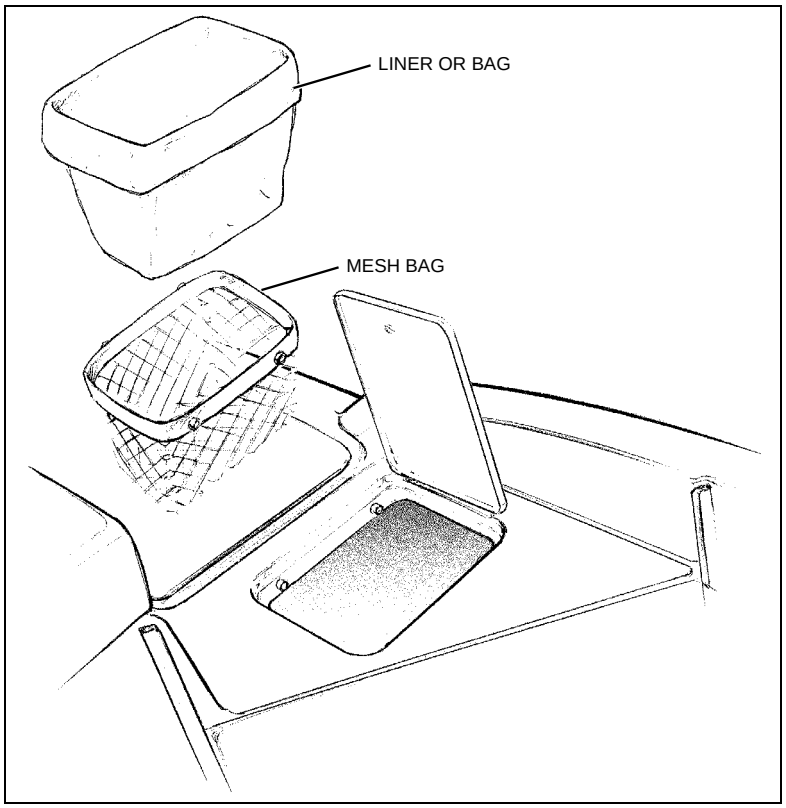
1. Add 1/8 cup (1 oz.) of **non-chlorine** bleach to one gallon of water and mix thoroughly.
2. Thoroughly wet the canvas and then gently scrub the stained area with the weak bleach solution.
3. Rinse with cold water to remove all of the solution.

Method 2

1. Add 1/2 cup (4 oz.) of **non-chlorine** bleach and 1/2 cup (4 oz.) Ivory Snow®, Dreft®, or Woolite® to one gallon of water and mix thoroughly.
2. Soak the canvas in this solution for about 20 minutes.
3. Rinse with cold water to remove all of the solution.

Trash Can (If Equipped)

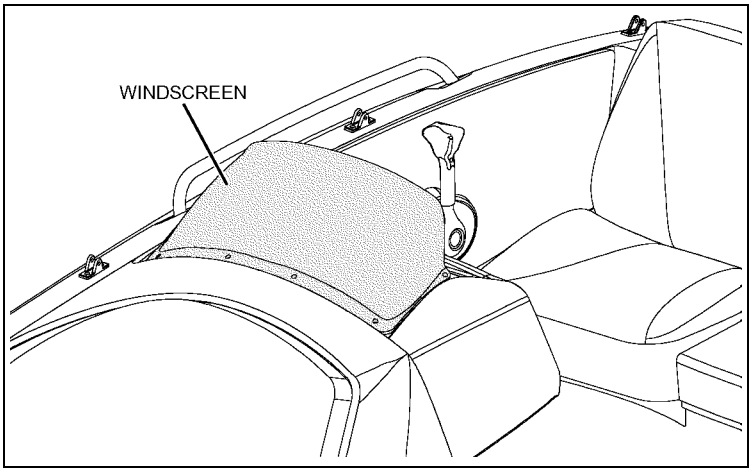
1. Line the mesh bag with a standard kitchen trash liner or plastic grocery bag.
2. Fold the top edge of the trash liner or grocery bag over the snaps on the mesh bag.
3. Snap through the trash liner or grocery bag to secure it.



Windscreen

Regularly clean the windscreen to prevent dirt, pollen, and etc. from marring the surface.

1. Hose down the windscreen with freshwater.
2. Using a soft cotton cloth **(paper towels are abrasive and should *never* be used on the windscreen)** gently wash the windscreen with mild soap and water.
3. Rinse thoroughly to remove the soap.



Chapter 8: Entertainment System

Audio Equipment

NOTICE

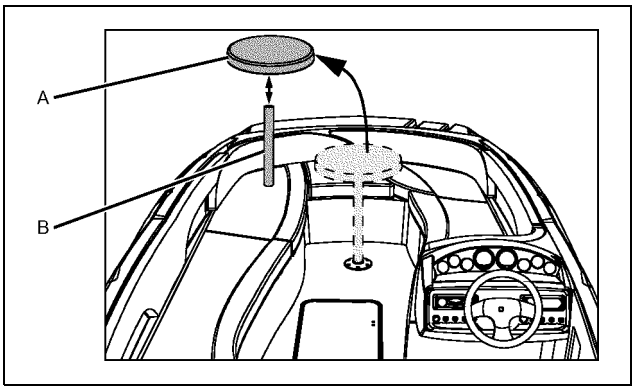
AM radio reception may be impaired when the engine is running.

Read the manufacturer's instruction manual ***before*** using the audio equipment.

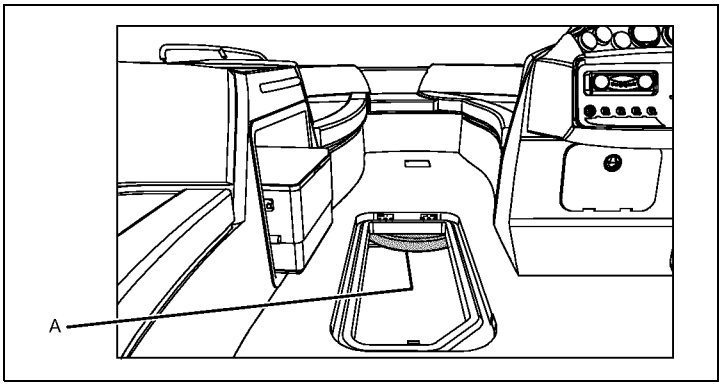
Chapter 9: Convertible Seats, Beds, & Tables

Sunlounge Conversion

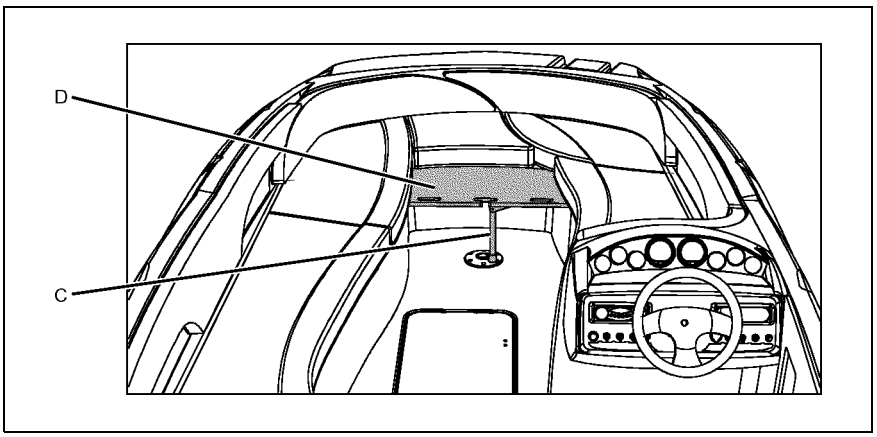
1. Remove the table (A) and the table leg (B).



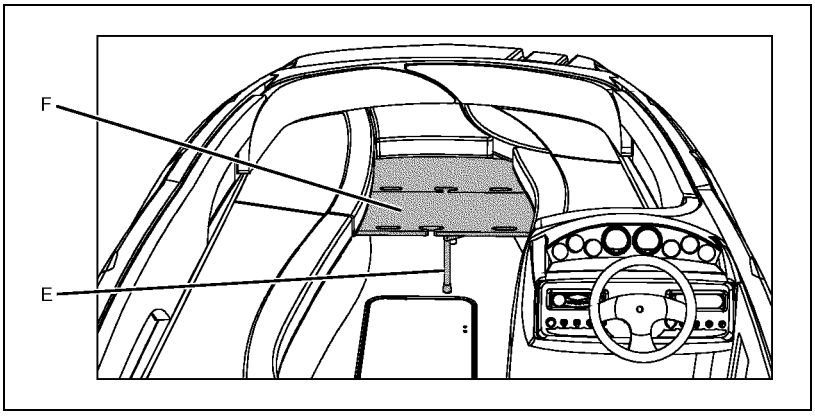
2. Securely store the table (A) and the table leg in the cockpit floor hatch.



3. Unfold the support leg (C) under the forward filler board (D) and securely place the filler board on the recessed edges of the seat cushion bases.

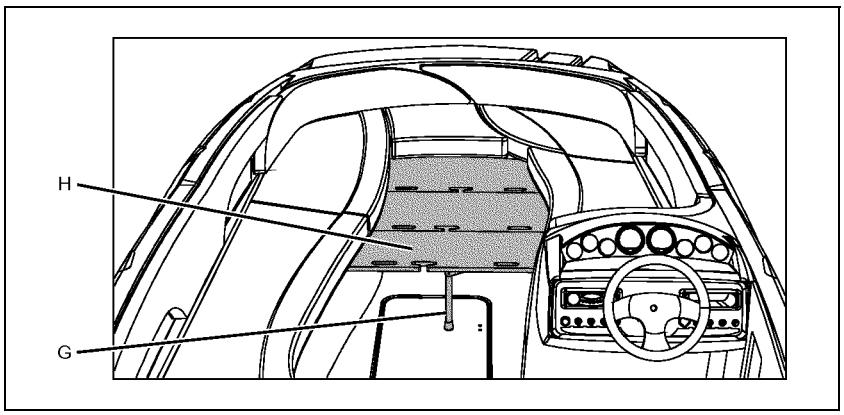


4. Unfold the support leg (E) under the forward middle filler board (F) and securely place the filler board on the recessed edges of the seat cushion bases.

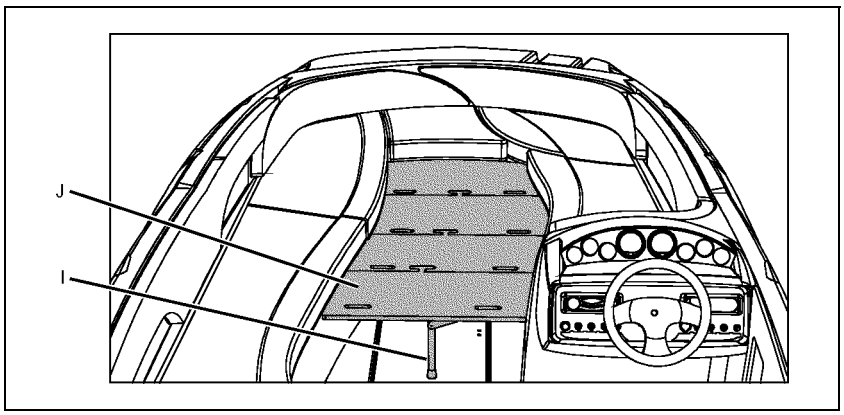


5. Unfold the support leg (G) under the aft middle filler board (H) and securely place the filler board on the recessed edges of the seat cushion bases.

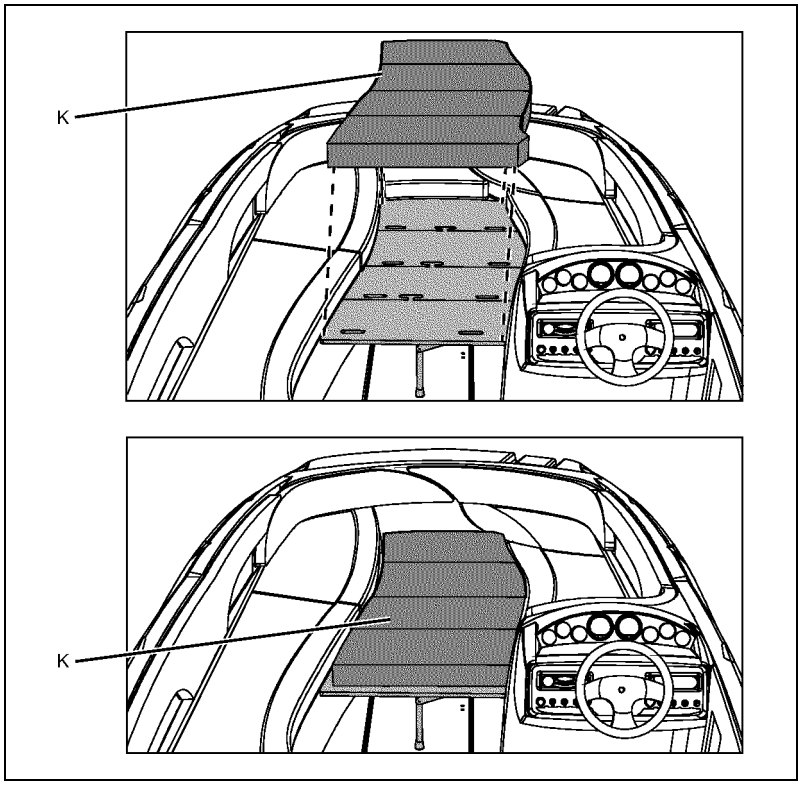
NOTE: The 217 only has 3 filler boards, move on to step 7.



6. Unfold the support leg (I) under the aft filler board (J) and securely place the filler board on the recessed edges of the seat cushion bases.



7. Place the filler cushions (K) on top of the filler boards.



Removable Fishing Seat(s) (If Equipped)

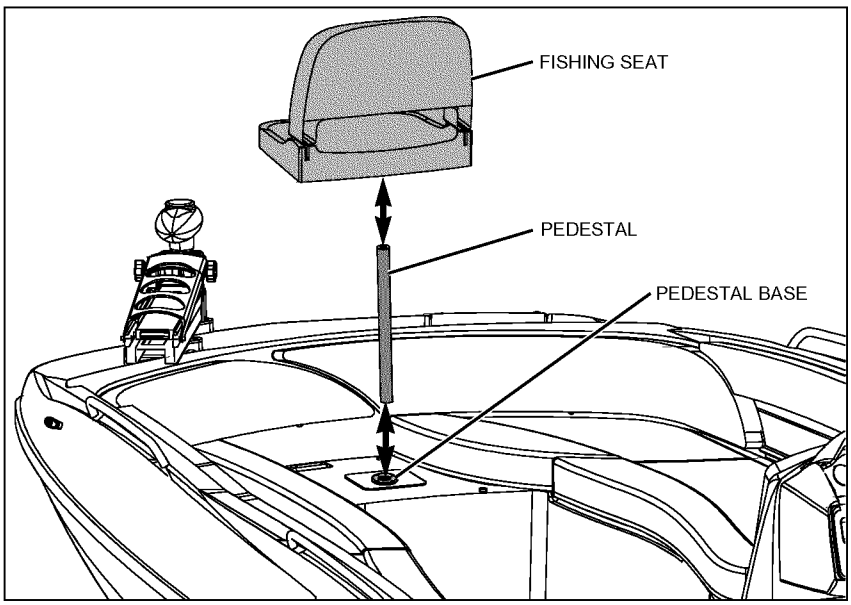
⚠ DANGER!

FALLING and ROTATING PROPELLER HAZARD!

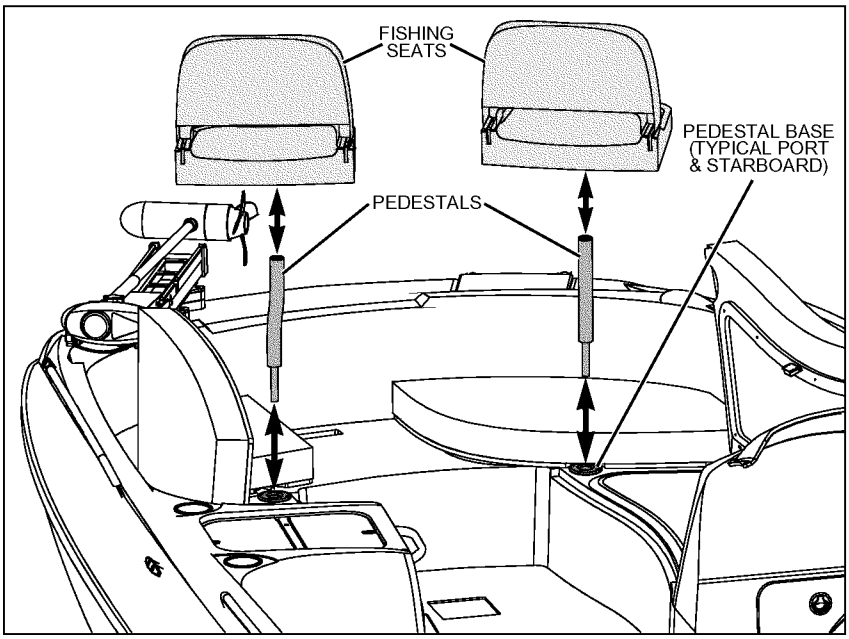
- **Do *NOT* allow anyone to ride on parts of the boat *NOT* designated for such use.**
- **Sitting on a fishing seat while underway is especially hazardous and *WILL* cause personal injury or death.**

Remove and stow the fishing seat(s) in a safe and secure area ***before*** getting underway or trailering your boat.

197 REMOVABLE FISHING SEAT



217 REMOVABLE FISHING SEATS



Chapter 10: Lights

Care & Maintenance

All of the lights installed on your boat are of top quality, but you should be aware that failure may periodically occur for a variety of reasons:

1. There may be a blown fuse - *replace the fuse*.
2. The bulb may be burned out - *carry spare replacement bulbs, making sure the wattage is correct*.
3. A wire may be damaged or may have come loose - *repair as required*.
4. The bulb base may be corroded - *clean the base and coat it with non-conductive electrical lubricant*.

Interior & Exterior Lights

⚠ CAUTION

- **Be conservative in the use of battery power.**
- **Prolonged use of cabin interior lights (overnight) *WILL* result in a drained battery.**

- The lights are powered by your boat's 12-volt DC system.
- The battery switch ***must*** be turned ***On*** for the lights to work.

Navigation Lights

⚠ CAUTION

Avoid the storage of gear where it would block navigation lights from view.

NOTICE

Running lights are legally required to show boat direction and right-of-way at night.

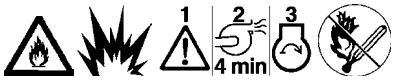
Chapter 11: Electrical System

⚠ DANGER!

EXTREME FIRE, SHOCK and EXPLOSION HAZARD!

- ***NEVER* install non-ignition protected switches or other arcing devices in the fuel compartment.**
- ***NEVER* substitute automotive parts for marine parts. Marine electrical, ignition, and fuel system parts were designed and manufactured to comply with rules and laws that minimize the risks of fire and explosion.**
- ***NEVER* change the electrical systems or relevant drawings.**
- **Allow *ONLY* trained personnel to install batteries and/or do electrical system work.**

⚠ WARNING!



FIRE and EXPLOSION HAZARD!

Fuel vapors can explode! *BEFORE* turning on electrical devices or working on the electrical system:

1. **Check the bilge areas for fuel vapors or leaking fuel. If you see leaking fuel or smell fuel vapors:**
   a. **Do *NOT* start the engine, do *NOT* turn *On* any electrical devices, put out *ALL* cigarettes, cigars, and other sources of flame or ignition.**
   b. **Get everyone off your boat.**
   c. **Get trained help to find and fix the problem.**

⚠ CAUTION

SHOCK and ELECTRICAL SYSTEM DAMAGE HAZARD!

When the engine is running, *NEVER* turn *Off* the battery switch or disconnect the battery cables. Doing either could cause damage to your boat's engine and/or electrical system.

NOTICE

Electrical connections are prone to corrosion. To reduce corrosion-caused electrical problems:

- **Keep *ALL* electrical connections clean.**
- **Apply a spray-on protectant that is designed to protect connections from corrosion.**

12-Volt DC System

Battery(s)

- The battery(s) supplies electricity for lights, 12-volt accessories and engine starting.
- The *Electrical* section in *Chapter 8* of the *Sport Boat Owner's Manual* provides battery care and maintenance instructions.

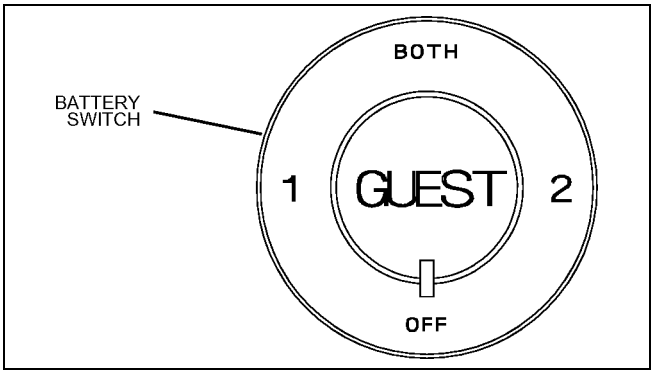
Battery Switch (217 Only) (If Equipped with Two Batteries)

⚠ CAUTION

SHOCK and ELECTRICAL SYSTEM DAMAGE HAZARD!

When the engine is running, *NEVER* turn *Off* the battery switch or disconnect the battery cables. Doing either could cause damage to your boat's engine and/or electrical system components.

- Standby-loads, such as the automatic bilge pumps and the stereo memory, are not affected by the battery switch since they are wired directly to the batteries.
- Turn the battery switch to the ***Off*** position whenever your boat will be unoccupied for long periods of time.



Battery Switch Positions

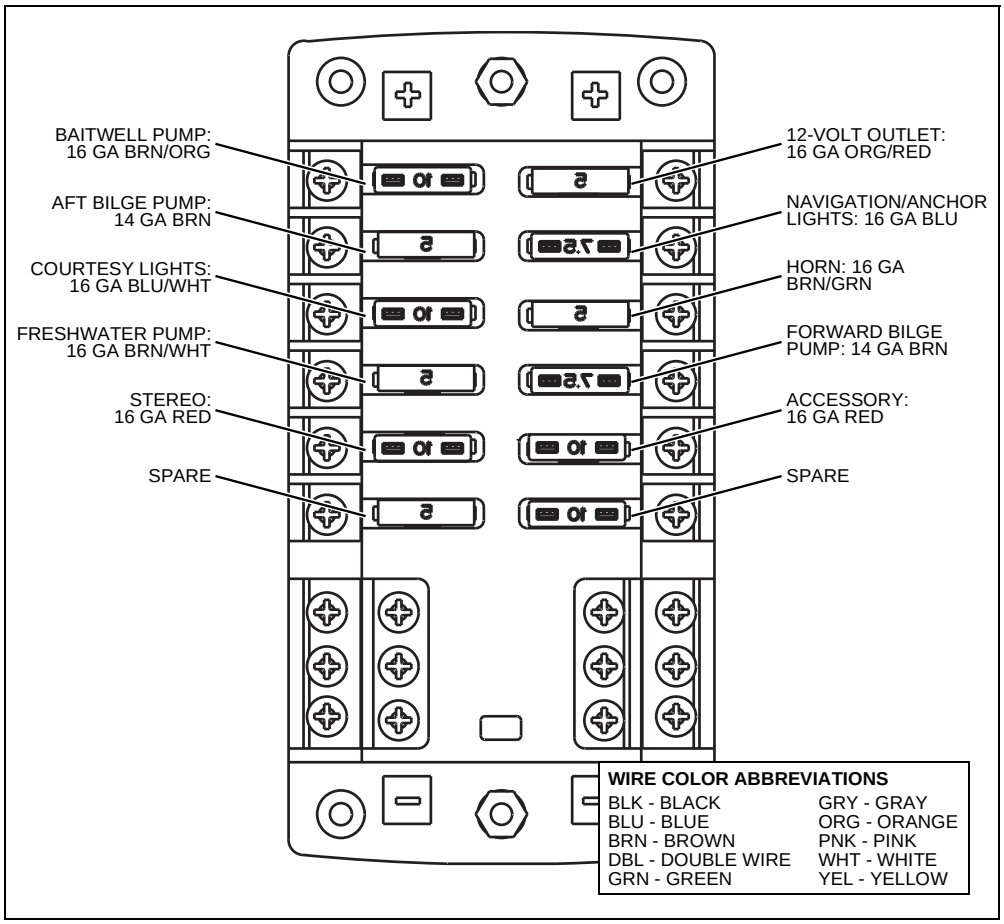
NOTICE

Since your boat's batteries were installed by your dealer, the battery switch positions listed below may vary. Make sure your selling dealer fully explains how to use the battery switches.

BATTERY SWITCH POSITIONS	ENGINE STARTING	ACCESSORIES & LIGHTS	ENGINE ALTERNATOR
POSITION 1	Battery 1 provides starting power	Battery 1 provides power for accessories and lights	Charges battery 1
POSITION 2	Battery 2 provides starting power	Battery 2 provides power for accessories and lights	Charges battery 2
BOTH POSITION	BOTH batteries Provide starting power	BOTH batteries provide power for accessories and lights (not advised unless engine is running)	Charges BOTH batteries

Fuses and Fuse Block

- Fuses for the accessories are on the fuse block. For the location of the fuse block, see the *Component Locations* section in *Chapter 2* of this *supplement*.
- Fuses for the engine control and gauges are on the engine. See the engine operation manual.
- Some equipment may have secondary fuse protection at the unit, or at the battery.



12-Volt DC Accessory Outlet

⚠ CAUTION

Do *NOT* use the 12-volt DC accessory outlet with a cigarette or cigar lighter. High temperatures may melt the outlet.

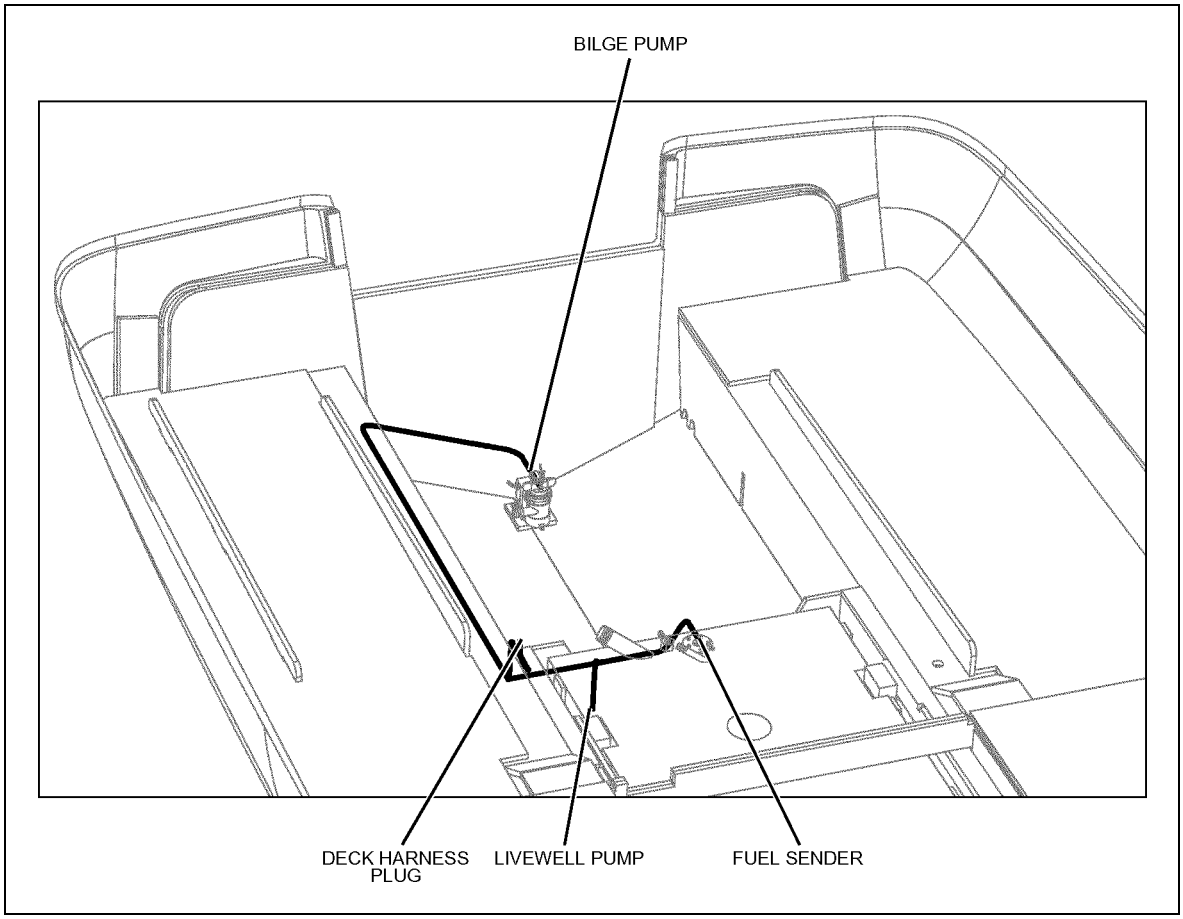
- The 12-volt DC accessory outlet can be used with any 12-volt device which draws 10-amps or less.
- The 12-volt DC accessory outlet is protected by a 10-amp fuse on the fuse block.
- For the location of the 12-volt DC accessory outlet, see the *Component Locations* section in *Chapter 2* of this *supplement*.

Alternator

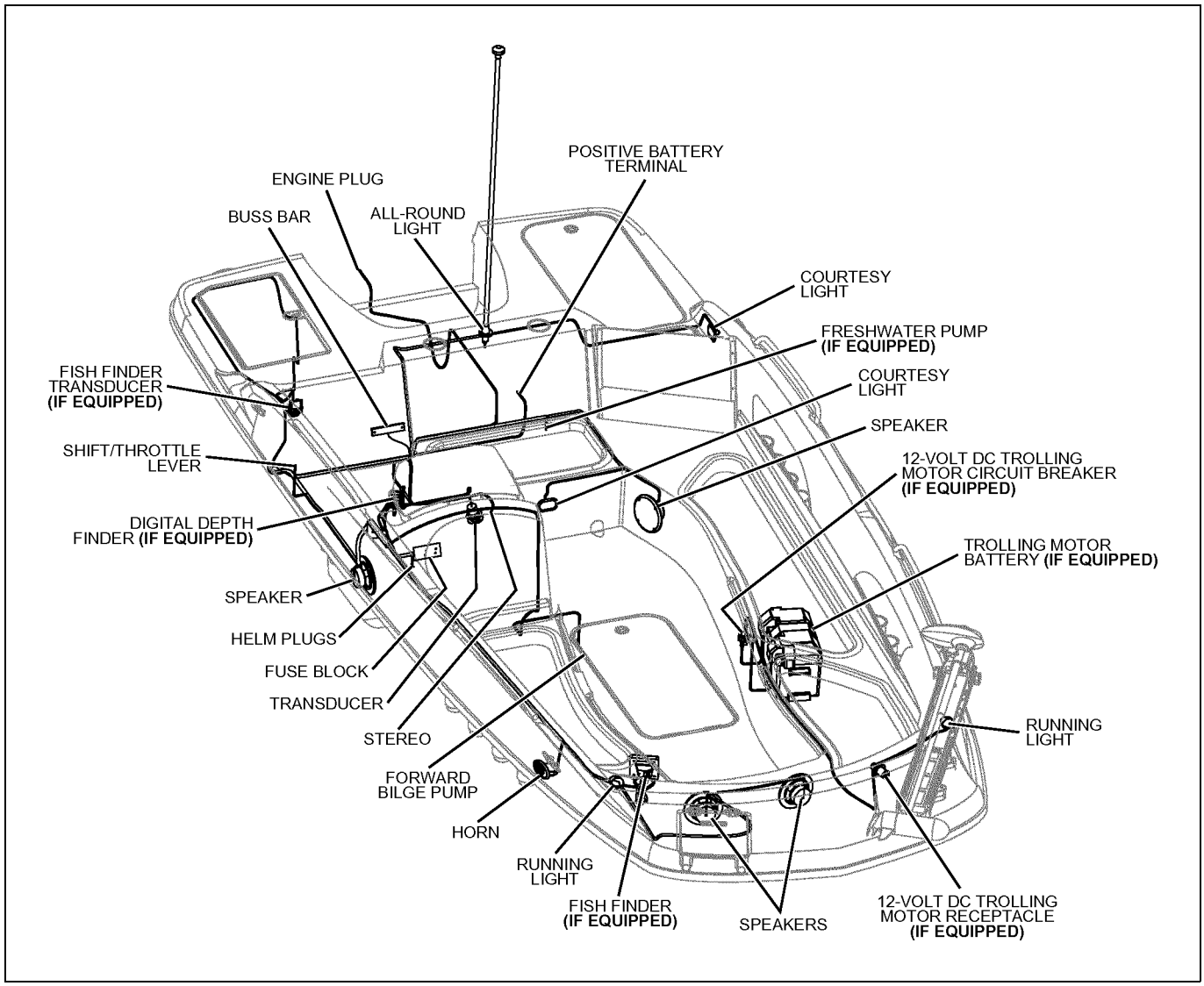
The alternator will keep the battery properly charged when the engine is running at, or above, cruising speeds.

Electrical Routings

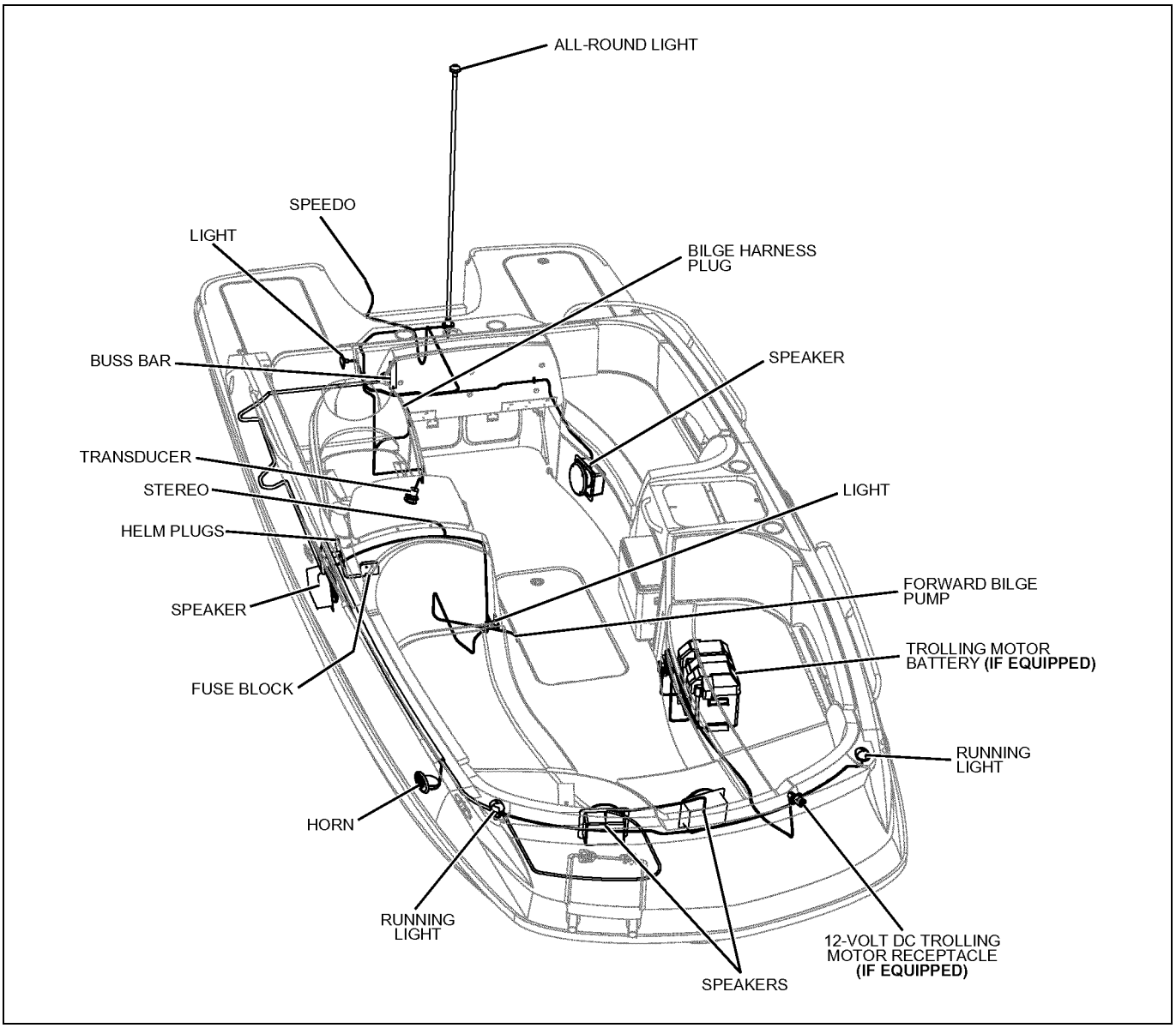
12-Volt DC Hull Harness



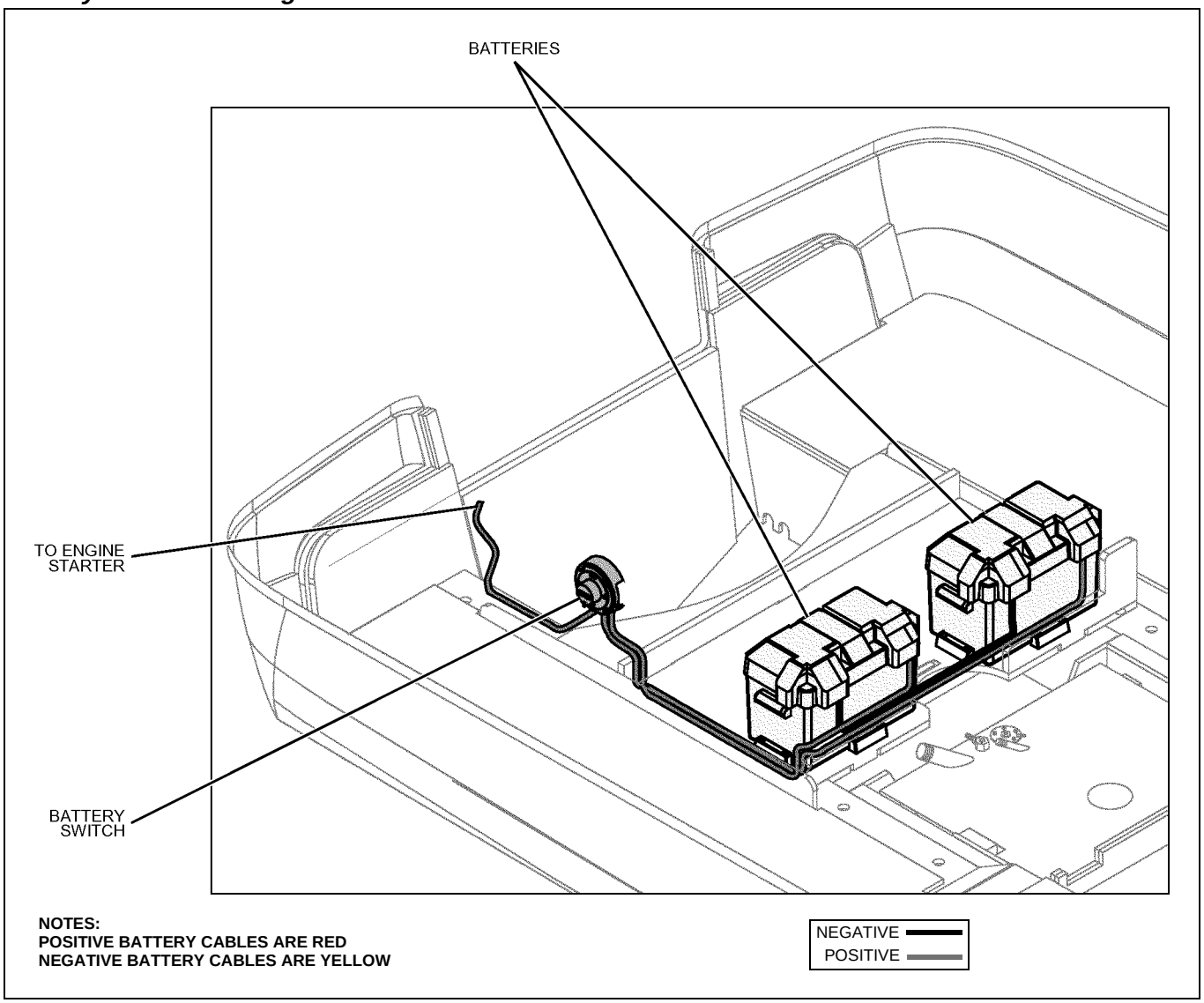
197 12-Volt DC Deck Harnesses



217 12-Volt DC Deck Harnesses



Battery Cable Routings



Important Records

Selling Dealer

Name Of Dealership

Address

Phone/FAX/E-mail

Sales Manager

Service Manager

Engine

Manufacturer | Model Name/Number

Engine Serial Number

Oil Type/SAE | Quarts per Engine | Filter Type

Propeller

Manufacturer | Pitch

Model Number

Key Numbers

Ignition | Other

Electronics

Manufacturer | Model Name/Number

Serial Number

Manufacturer | Model Name/Number

Serial Number

Manufacturer | Model Name/Number

Serial Number

Manufacturer | Model Name/Number

Serial Number

Manufacturer | Model Name/Number

Serial Number

Float Plan

Before going boating, fill out a copy of this float plan (or similar) and leave it with a ***reliable*** person whom you can depend on to contact the Coast Guard or other rescue organization, if you do not return as scheduled.

Description of Boat

Registration/Documentation Number

Length | Make | Type

Hull Color | Trim Color

Fuel Capacity | Engine Type | Number of Engines

Distinguishing Features

Distinguishing Features

Operator of Boat

Full Name

Male or Female | Age | Health

Address

Address

Phone/FAX/E-mail

Operator's Experience

Persons Onboard

Full Name

Age | Health | Phone Number

Full Name

Age | Health | Phone Number

Full Name

Age | Health | Phone Number

Full Name

Age | Health | Phone Number

Full Name

Age | Health | Phone Number

Full Name

Age | Health | Phone Number

Full Name

Age | Health | Phone Number

Full Name

Age | Health | Phone Number

Full Name

Age | Health | Phone Number

Full Name

Age | Health | Phone Number

Full Name

Age | Health | Phone Number

Survival Equipment

Marine Radio (Yes/No)	Type	Frequencies
Number of PFDs	Flares (Yes/No)	Mirror (Yes/No)
Smoke Signals (Yes/No)	Flashlight (Yes/No)	Food (Yes/No)
Water (Yes/No)	Anchor (Yes/No)	Raft/Dinghy (Yes/No)
Paddles (Yes/No)	EPIRB (Yes/No)	Other
Other	Other	Other

Vehicle Description

Make

Model

Color

License Number

Where is the Vehicle Parked?

Trip Expectations

Departing From

Departure Date

Departure Time

Stopover 1

Arrive No Later Than: Date

Arrive No Later Than: Time

Stopover 2

Arrive No Later Than: Date

Arrive No Later Than: Time

Stopover 3

Arrive No Later Than: Date

Arrive No Later Than: Time

Stopover 4

Arrive No Later Than: Date

Arrive No Later Than: Time

Stopover 5

Arrive No Later Than: Date

Arrive No Later Than: Time

Stopover 6

Arrive No Later Than: Date

Arrive No Later Than: Time

Final Destination Port (If Different Than Home Port)

Arrive No Later Than: Date

Arrive No Later Than: Time

If not returned by the date and time listed above, call the Coast Guard or other local authority.

Coast Guard Phone Number

Local Authority Phone Number

Owner’s Notes

Owner’s Notes

Part Number 1854343

Bayliner • P.O. Box 9029 • Everett, WA 98206 • 360-435-5571